

MOTOR RACING

Vol. I—No. 5



Los Angeles, Calif.

December 16-23, 1955

Price 10c

GREGORY NIPS M'AFEE IN THRILLER

See Page 1



Lester Nehamkin

IT WAS LIKE THIS—Masten Gregory, right, tells Tony Parravano, owner of the 3-liter Maserati that the former drove to victory at Palm Springs, all about it. Gregory won thriller from Ernie McAfee. It's plain to see how happy Tony was over the triumph.

MOTORACING'S READERS SEND PAPER TO VETERANS' HOSPITALS

Thanks to the generosity of MOTORACING readers with an extra buck in their jeans, this publication is being sent in increasing numbers to hospitals throughout the area.

Latest addition to the growing list are two to the Long Beach Veterans' Hospital by courtesy of Fayne B. Board, one to the Brentwood Hospital thanks to Kenneth Marriott, and a pair to the Wadsworth Veterans' Hospital through the generosity of Bill Doheny, the noted sports car owner.

Response to these gift subscriptions has been highly favorable, the only complaint being that MOTORACING was often reduced to its original pulp state before it has made the rounds. More than one subscription is now being sent to each of the various hospitals.

KEN MILES DUE TO DRIVE FOR VON NEUMANN OR PARRAVANO

Ken Miles, Hollywood, the No. 1 under 1500cc driver with his MG Special, soon will be in the employ, and driving for, either John von Neumann, Porsche-Volkswagen distributor, or Tony Parravano, wealthy Inglewood contractor who specializes in racing Ferraris and Maseratis.

The British driver will make a decision during the next few days.

Miles already has conferred with both. For von Neumann, he would be in the capacity of field man, driving a Porsche Spyder, while for Parravano, he would supervise his competition machines and drive one or both of the Italian cars.

Until recently, Miles was in charge of the Speed Shop at Clem Atwater's sports car agency in the Valley.

(Read Vignettes on Page 3 for Additional Details)

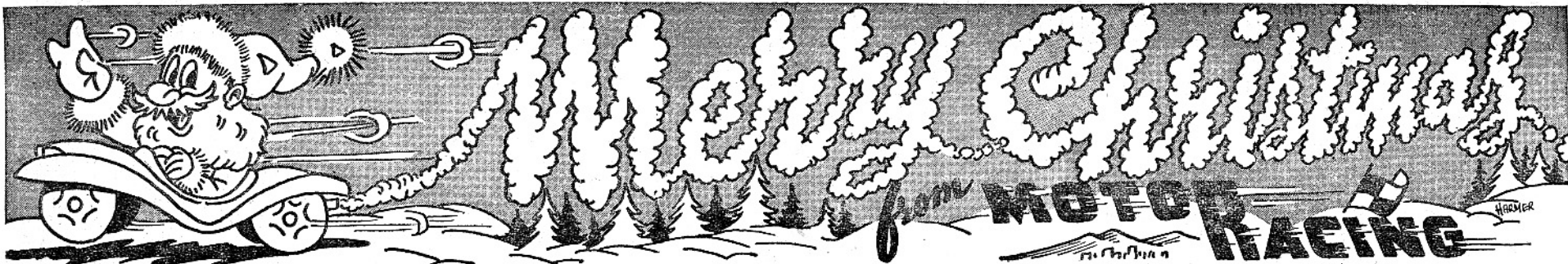


Lester Nehamkin

MOTORACING FANS — Glimpsed reading a copy of MOTORACING at last week's Palm Springs races were Gary Grant, left, the film star, and his former stepson, Lance Reventlow. Grant had high praise for the publication. Lance raced a Mercedes-Benz on Saturday.

Complete Palm Springs Charts

See
Pages
6-7



HILL TAKES BAHAMAS 210-MILER

By Harry Morrow

Special Motoracing Correspondent
NASSAU, Bahamas, Dec. 11.—Late challenges by the daring, fast-driving Spanish nobleman, the Marquis Alfredo de Portago of Paris, failed here today and Phil Hill, the 28-year-old Santa Monica automotive engineer, boomed George Tilp's white 3-liter Monza Ferrari to victory in the 210-mile Nassau Trophy sports car race that climaxed the Bahamas Speed Week.

Phil, whose previous win was at Glendale and considered one of the best in the U.S., won by a half-mile after bursting into the lead at the start.

Masten Gregory, Kansas City, Kans., driving Tony Parravano's 3-liter Maserati which he rocketed to victory last week at Palm Springs, was third.

Hill was very much the better driver, for the Marquis was behind the wheel of a 3.5-liter Ferrari, the latest factory model version of the 3-liter machine. It is a four-cylinder machine considered by experts much better than the 4.4.

GREGORY SPINS

Gregory spun off the track on the 18th lap of the 60-lap race over the 3.5-mile course and was never a threat the rest of the race. He finished a full lap behind Hill.

(Continued on Page 10, Col. 3)



PHIL HILL

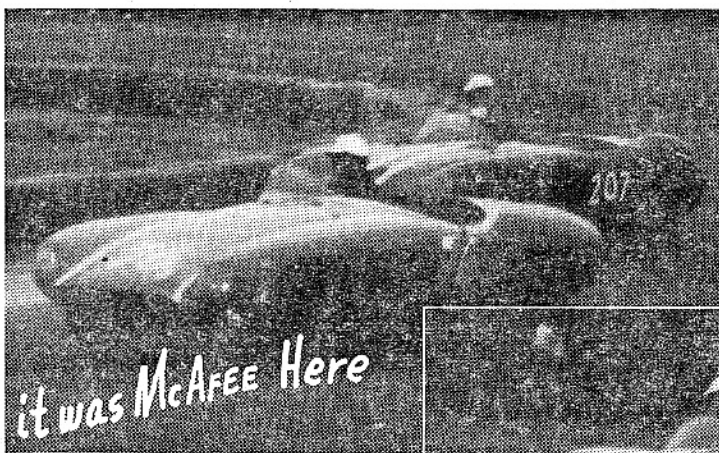
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TORREY

★ ★ ★

6-Hour Enduro Set for Jan. 14

The 1956 competition season opens Jan. 14-15 with the California Sports Car Club's 7th running of the Torrey Pines Road Races, Chairmen Joe Weissman and Ray Frug announced today.

A 6-hour endurance classic is billed Saturday, Jan. 14. A full program for large and small sports cars is set Sunday, Jan. 15. The enduro is the third of its type to be run, and figures to attract its limit field of 70 easily. Both programs start 11 a.m.

Entries are in the mail, with the likelihood that some 300 drivers will sign up for action during the two-day affair. All types of foreign and domestic sports cars will vie over the nine-turn, 2.7-mile course located near colorful La Jolla. The La Jolla Hotel has been named official race headquarters.

Frug and Weissman are hopeful that the victors from the recent events in Nassau will participate in the Torrey Pines events.



● ACTION GALORE was the order of the day when Ernie McAfee and Masten Gregory locked hubs.

GREGORY NIPS McAFEE IN DESERT THRILLER

By GUS V. VIGNOLLE

Even at this somewhat late date they are still talking about the double-barreled, high-octane finish of the ninth running of the Palm Springs over-1500cc main event in the wet gloaming of Sunday, Dec. 4.

And chances are they'll be talking about it for a long time to come!

This, gentle readers, was when Masten Gregory, a little bespectacled 23-year-old who looks more like a botany student than one of America's prime racing drivers, took the measure of Ernie McAfee by a radiator and one thin slice of hood.

The actual difference was 1/500th of a second as the Kansas City, Kans., driver boomed Tony Parravano's power-brimming 3-liter Maserati across the finish line after 38 laps around the 2.2-mile course before 10,000 howling fanatics impervious to rain—and who wouldn't have cared if a typhoon had ripped through the joint.

That's how hot the action was! Ernie thundered behind the wheel of Bill Doheny's famed 76 blue 3-liter Ferrari Monza—and thus the Maserati snapped at four the victory string of Enzo's machinery in this spa classic.

There was nothing ignominious about it for the Beverly Hills pilot, for the day before he not only walloped Masten in the 1500-3000cc go for modifieds, but came back to score handsily in the over-3000cc headliner.

More than a minute behind this hurtling duo came Chuck Daigh, Long Beach, in the Troutman-Barnes Merc Special, and Bill Murphy, Culver City, Buick-Kurtis. The rest of the 20 finishers from a 37-car field were strung back all the way from one to seven laps.

This story concerns only Gregory and McAfee.

And it became painfully obvious (Continued on Page 11, Cols. 3-5)

LOZANO NEW PRESIDENT OF L. A. REGION OF SCCA

Ignacio Lozano, Brentwood, Spanish language newspaper (La Opinion) publisher, and a top Jaguar and Cad-Kurtis driver, is the new president and regional executive of the Los Angeles Region of the Sports Car of America.

Since no nominations were made, the 1956 officers' slate presented at a Poinsettia Playground Auditorium meeting was adopted en toto.

Other officers: Lindley Bothwell, vice-president; Johnny Porter, secretary; Ross Thompson, treasurer; Duane Alan, activities chairman, and Les Arthur, Karl Brigand, Johnny von Neumann and Phil Curry (retiring proxy, automatically a '56 board member), directors-at-large.

This is Lozano's second season of racing. He has scored a number of class victories with his Jag, but his most important win came behind the wheel of Tony Benavides' Cad-Kurtis when he was an overall winner at Torrey Pines in November, 1954.

HEARSE, ANYBODY?

Early 1920 Studebaker Hearse. Excellent condition. 15,000 actual mileage. Purchased from original owner—Sportsman's CARMART.

(Reprinted from Los Angeles Times)

HAM ON RYON

BY ART RYON

... Most notable and commendable new publishing venture in town is MOTORACING, a bi-weekly for the sports car fans put out by Gus Vignolle and Maury Powell...



IGNACIO LOZANO

Shot of a Lifetime

Everybody saw that spectacular photograph last week of the two flagmen smashed into the air by a racing car in Palm Springs during Saturday practice. An Associated Press Wirephoto, it was carried from coast to coast.

It was taken by an amateur photographer attending his first sports car races: Fenwick Kendall, 41, Palos Verdes, who operates a service station in Wilmington.

He was 100 feet away from the mishap, mingling with the crowd at turn 1. Hearing a scream, he pointed his 3.5 Rolleiflex, looked through the sportfinder and shot. Opening was f8 at 1/500 with a K2 filter.

Kendall got a terrific surprise when he developed the film Monday. Wednesday morning he sent a print to the AP. That afternoon and the next morning the photo appeared all over the U.S.

The two victims, Mike Jones,



FENWICK KENDALL

Whittier, and Larry Bashore, Bellflower, are recovering from a broken leg and fractured ribs.

LAST CALL!

No Seas Payaso*



THIS IS Al Bondiga. He has been goofing off about sending in his subscription for MOTORACING. He thinks the FREE LIST will go on and on—but he's crazier than a loon. Al B. gets shut off after the next issue. If he comes to, a MOTORACING subscription for 1 YEAR will cost him ONLY \$1—but it must be in by Dec. 31, 1955. After that, the tab will be \$2 for the year. Please don't be like Al Bondiga—and get with it hoy — TODAY!

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SEND A CHRISTMAS Gift Subscription to your Family & Friends. Turn to page 3 for the handy Subscription Order Blank. A BARGAIN YOU CAN'T AFFORD TO MISS!!!

*—Spanish for "Don't be a clown (or jerk)."

• Racing Pow-Wow

★ ★ ★

MOTORACING INDEPENDENT—NO CLUB TIEUP
... P. S. MEMORIES ... NASCAR PAYS DRIVERS

By Maury Powell

THE RUMOR-MONGERS are having themselves a ball of late spreading the malarky that MOTORACING is in total or portion subsidized by the California Sports Car Club.

This is pure Bandini.

We initially approached the CSCC, suggesting a possible tie-in. But the CSCC never responded, and we sincerely can say there are no strings attached.

In fact, one of the CSCC's race co-chairmen—Joe Weissman—went out and affiliated himself with a monthly sports car publication. He is now listed as its publisher.

MOTORACING owes allegiance only to you—the racing fan.

Perhaps this publication and virtually all the other newspapers in the Southland run more poop on the CSCC events than SCAA. The fact is that the SCCA's press relations have not risen with the growth of the sport. Few papers have staffs large enough to assign someone to search for information and more or less sustain the race campaign.

MAURY POWELL

These are facts.

TRULY GREAT SPORTS CAR RACE FINISH

PALM SPRING MEMORIES:

The greatest finish in sports car event we've ever witnessed—Ernie McAfee in Bill Doheny's blue Monza Ferrari losing out by a bumper in his Garrison finish to Masten Gregory in the over 1500cc modified main event ... Gregory turned in a sensational job with Tony Parravano's new 3-liter Maserati, ending the Ferrari win streak after four straight on the Palm Springs Airport course ... Had Ernie won another in Enzo's creation, guess they'd be calling him Mr. McArone. ... And how about that "nerfing" duel the two staged? ... Were they playing tag, or what?

Too bad Carroll Shelby couldn't get the "D" Jag handling right ... It was equipped with hard Dunlop enduro tires instead of those sticky Pirellis that gave the opposition plenty of traction ... Brakes also weren't right ... Carroll was lucky that nothing more serious developed during that mishap wherein he flew over the tops of two rival autos in the Saturday feature, wrecking the 4.9 Ferrari.

By the by, how about that assist given Gregory by Teammate Ken Miles in the Sunday feature? ... Several laps away from the finish Miles was being lapped by Gregory and McAfee ... Ken signalled Gregory when to move, then roadblocked Ernie as long as he could ... Might have been Ernie's nemesis right there!

Aside to Gregg D'Nelly, D class winner of Sunday's over 1500cc consolation! RUN FOR THE CORNER, D'NELLY, THEY CAN'T ROUNDHOUSE YOU THERE!

Palm Springs show provided an Italian (not Mexican) standoff—Ferraris won the two Saturday mains, Maseratis took the two Sunday features.

THEY HELPED PALM SPRINGS SUCCESS

Congrats to these fine folk: Otto and Carol Zipper, with their handy Volkswagen Microbus, provided press facilities, complete with hot coffee and buffet ... Daviene Warshawsky for the ticklish credential job, along with Mary Heffley ... Al Torres, the starter par excellence, decked out with colorful satin shirts, as usual ... Col. Bill Henderson, for inventing Motoralls, for without my red suit I'd have froze my all ... Dick McEntyre of Mobilgas, for overseeing the usual important fuel and lubrication project.

Thanks to these friends for making it possible for Mrs. Powell and me to see the fine show—Mr. and Mrs. Bill Clark, for babysitting our daughter, Diane, and son Douglas Rex ... And Mr. and Mrs. Bill Snyder, our neighbors, for "sitting" our pooch, Rusty, and parakeet, Pretty Baby.

Seen at the races: 1953 AAA National Champion Sam Hanks ... Al and Mrs. Dean, owner of the Dean Van Lines Specials that won the 1954 AAA National Championship and finished second at Indianapolis (Driver, Jim Bryan) ... Charley Curryer, veteran Western racing promoter (definitely not one of those referred to in the last MOTORACING) ... Jimmy Jackson, Indianapolis racing vet and AAA starter ... Movie Actor Cary Grant, accompanied by his ex-step-son, Lance Reventlow ... Disappointed drivers: Bill Pollack, whose Parravano Ferrari didn't tune right; Dr. Hildreth Hoppe, whose mounts blew up so she couldn't compete; and Cy Yedor, whose OSCA blew up in Saturday's practice with an assist from Sam Hanks, driving at the time.

NASCAR COMES TO THE RESCUE

Concerning the remarks made anent NASCAR's "black mark" in my last column, it must be said in all fairness to America's No. 1 stock car racing group that it has guaranteed the Willow Springs purse, and all competing drivers already have received monies due them regardless of Promoter Bill White's defection.

Drivers can thank big-time outfits like NASCAR and AAA for protecting them, for without nationally-recognized organizations the drivers, car owners and mechanics would be prey to every unscrupulous promoter.

Of course, White maintains NASCAR failed to live up to certain promises—1. He was promised Grand National race No. 1 and given that sanction number for 1956, the wound up being No. 3 after two other events; 2. He was promised the appearance of Tim Flock, who instead raced that day at South Carolina; and 3. Other top cars and drivers failed to show.

Whether this justifies White's decision to "forget" \$3,000 worth of prize money is something that'll be hassled out in the courts.

MOTORACING

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Lester Nehamkin, Dave Davidson.....Staff Photographers
Anne Evans.....Secretary

Advertising Rates on Request

Letters

★

He Knows His Cars

I would like to congratulate you and your staff. I have always felt that a newspaper devoted to motor sport could be very successful, in spite of the misfortunes that befell Motor World. I sincerely hope that you've hit the winning combination. ... All luck to you. A check for my subscription is enclosed.

GRIFF BORGESON
Camarillo, Calif.

(ED. NOTE: Thank for the kind words, Griff. If you get half the pleasure from our stuff that we've gotten from yours, we'll consider the effort worth while.)

—O—

Dempsey Likes It

Enjoyed your publication very much. Congratulations to Ye Editor of Motoracing. Best wishes for your continued success.

JACK DEMPSEY
Hollywood, Calif.

—O—

Cheers From England

Thank you very much for your letter of the 4th November, together with the two copies of MOTORACING.

This new paper seems to be exactly what is wanted, particularly as you are able to print up-to-date news unlike the various American Motoring magazines. Needless to say I wish you the very best of all possible good luck with this enterprise.

D. J. SCANNELL,
BRDC
London, England

—O—

Pleasing Father

After four years my father finally bought a Jag, now I have a date with him to go to his first race next year, so along with his new found interest, I thought he might like also to read the latest news. Enclosed is my loot for two subscriptions to the newest racing sheet. Good luck, kids.

MAXINE ELMER
San Fernando Valley

—O—

Maryland Reader

Enclosed find a check for \$2 for two subscriptions, the first to start with your issue after the one of 4 Nov. ... Saw your No. 2 issue courtesy a San Francisco friend and decided for a buck it was worth it.

JOHN BORNHOLDT
Takoma Park, Md.

—O—

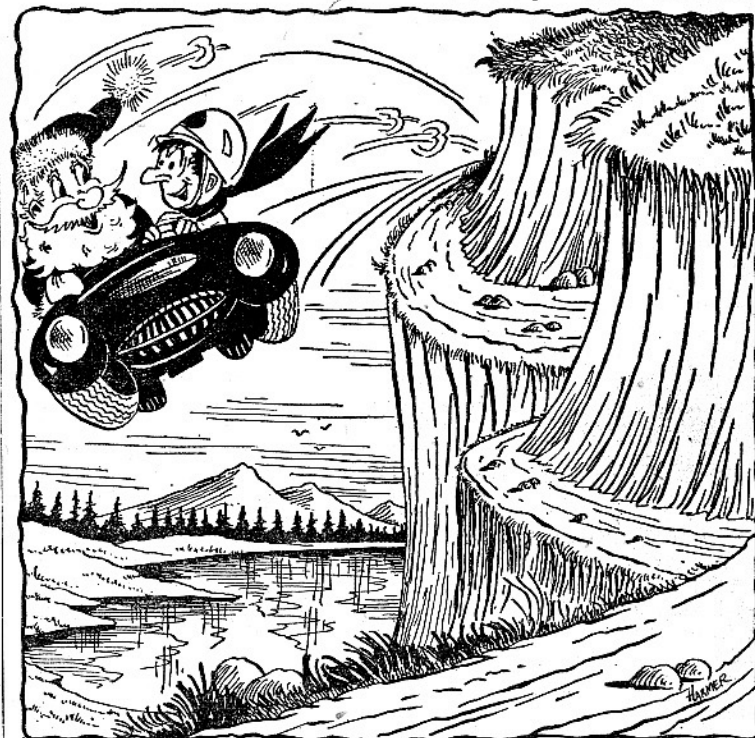
Pebble Beach Interest

Please send me your advertising rates. We'll want to be in prior to the Pebble Beach Races. Thank you—it's a great publication.

MRS. GWEN GRAHAM
Publicity & Advertising
Director
Del Monte Prop. Co.
Pebble Beach, Calif.

(ED. NOTE: Thank you—It's a great racing classic!)

★ SPORTS CAR-TOON ... by Bill Harmer



'DON'T WORRY, SANTA, THE COURSE GETS SMOOTHER FROM HERE ON!'

THE DUKE WONDERS...

WHETHER THE SCCA realizes how many people were angered when they were told they wouldn't get plaques for displaying their cars at the Santa Monica concours d'elegance unless the club made money?

★

If a CSCC race official, reputedly coming up for an unofficial Camel Drivers' Award, knows how tickled many bystanders were when his latest tactics backfired as rain visited Palm Springs?

★

Why the newly-formed drivers' association doesn't check into the actions of its own president at Palm Springs if it really wants the cooperation between club and driver that they are always making a noise about?

★

Whether the production and organization of the Palm Springs race was really aided very much by the 8- and 10-year-old children wandering around the start-finish line and through the pits wearing workers' passes?

★

How a certain driver, who is so worried his business will suffer if he's publicly associated with road racing, gets off permanently affixing someone else's permanent number on his car without bothering to check with officials?

★

If a noted young driver, who certainly has raced long enough to know better, handed his pit pass over the fence at Palm Springs because he thought club regulations were only meant for others?

★

How many readers can guess what sports car columnist put his foot in it again by raising a fuss at Palm Springs about not getting a third free lunch after he magnanimously gave the first two away to friends?

★

If Joe Weissman doesn't rate a special accolade for crawling out of bed at the crack of dawn and running down drizzle coats for the workers on the corners at Palm Springs?

★

Whether Tony Parravano will be given the blame for the insulting remarks made in his pits, but not by a member of his group, after the debacle during Saturday's big car race at Palm Springs?

★

If there's any truth to the rumor that an internationally known driver receives \$125 a week from a local car owner for holding down a somewhat vaguely defined position in his business organization?

★

Who sleeved that brand new \$80 jack Bob Path used to work on Alan Le May's car at Palm Springs?

★

Whether the hard feelings will flare into the open because a local distributor entered a new car at Palm Springs against customers who assert they had been promised early (in some cases, first) delivery on the new model?

★

Just how a professional road race run in Baja California, Mexico, would affect amateurs that competed?

★

If all the nerfing that went on at Palm Springs indicates that previous wins were established more by rough house tactics than by skilled driving?

★

What TV entertainer who sold his midget sports car is building a sportster with American parts and from photos furnished by a local photographer?

★

Why the claim was made that the "gate" at the last Willow Springs stock car races was 5100 paid?

★

Why MOTORACING was told the contract for the Torrey Pines races Jan. 14-15 had not been signed, yet a monthly periodical, given out at Palm Springs, carried a full page ad on the event?

★

Why the daily papers "overlooked" the promoter's \$3000 shortage of the guaranteed purse for the NASCAR stock car races at Willow Springs?

• Vignettes

★ ★ ★
CAN YOU PICTURE MILES DRIVING A
PORSCHÉ SPYDER FOR VON NEUMANN?

by Gus V. Vignolle

STRANGE HOW the scandal-mongers and the Popoff Brigade would have you believe that Ken Miles, one of the greatest sports car drivers in the country, and Johnny von Neumann, a leading exponent of the Porsche, would rip each other apart if they ever came face to face.



GUS V. VIGNOLLE

You will recall what happened at Santa Barbara when Johnny protested Ken's push-start. The CSCC disallowed the protest, claiming the intent of the rule rather than the technical interpretation.

Since then, believe it or not, many, many people have rallied to von Neumann's side, pointing out that in other cases on the same course the letter of the law was observed. But when it came to von Neumann they gave him the switcheroo.

Anyway, while you may not know it, Ken and Johnny are good friends. They have a spot of tea or a stein of Back together from time to time.

But the general public, as a whole, lumbers under the fallacious belief that if one ever turned around, the other would lovingly scratch his back clean to the breastbone with a well-sharpened tire iron.

Brother, take another guess—and now we're really going to dump one right in your lap. Chances are that by the time you read this, Kenneth will be working for Johnny's Porsche-Volkswagen firm, Competition Motors. And what is more, if things work out, he will not be driving his famous green MG Shingle. Instead, he will be competing in every race in California inside the cockpit of a turtle-necked Porsche Spyder.

Sounds absolutely incredible, doesn't it? Well, it's so—and it prompts us to this little classic (and please drop us a line and tell us if YOU don't think it's a classic):

*"T was the night before Christmas, when all through
Competition*

*Everyone was talking of a new acquisition;
John and Eleanor were all wreathed in smiles,
For out of a Spyder popped slender Ken Miles.*

That, of course, gentle reader, is with apologies to Clement C. Moore of "A Visit from St. Nicholas" fame.

Seriously, Ken has left Clem Atwater. Right now he's weighing two deals—one with von Neumann, the other with Tony Parravano, who buys Ferraris and Maseratis like you buy a bunch of bananas.

KEN WOULD GIVE SAM WEILL A HAND

At Competition, Ken would be a field man aiding Sam Weill, the regional manager and former scrivener for Road & Track, now heavily overburdened with the woes, trials and tribulations attendant to a big, money-making operation.

He would work on dealer-distributor relations—and, of course, steer a Porsche Spyder at every available race within 10,000 miles of Los Angeles. This is called improving the breed, or, better yet, furthering the marque.

Now the Parravano deal. Here, Kenneth would supervise all of his competition machines and, natch, throttle a Ferrari or Maserati. His first race for Antonio would be next month at a big road race in Argentina. And thereafter Kenneth would want to compete in every race, regardless of which club staged it. Those are things that will have to be worked out.

MILES HAS A TERRIFIC RECORD

Miles' record is terrific. Since last February at Willow Springs he has had the new MG in six races. The car blew up in that first one, but then he went on to win the next five—at Palm Springs (although disqualified), Santa Barbara, Pebble Beach, Santa Barbara and Torrey Pines. Then a second at Sacramento. Not bad, what? All this in the under-1500cc action.

So there you are. Right now Miles is mulling it over. So is Johnny von Neumann. And so will Tony Parravano as soon as he returns from Nassau.

We'll venture to say the odds are 8-5 Ken will be wearing a turtle-neck sweater and learning to dip his crumpets in sauerkraut juice and the heavy amber fluid.

Amen, brother!

Huge Porsche-Volkswagen Service Installation Opened

When Johnny von Neumann opened Competition Motors Service, Inc. at 1730 N. Highland, Hollywood, recently, he gave Southern California the largest Porsche-Volkswagen service center in the United States.

Already in use in the new center are equipment for heavy maintenance and complete overhauling, a complete tuning section and lubrication bay and facilities for washing and waxing.

With 33,000 square feet to work with, future plans call for

a complete parts department and a school for training mechanics directly under factory representatives.

Training facilities will be among the best in the country, featuring a separate schoolroom, sets of special tools, all components from Porsches and Volkswagens and a complete set of charts to aid in explaining the inner workings of the German speedsters.

Johnny McLaughlin, noted motorcycle and sports car competitor, will be the service manager heading up the operation.

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Kretz Reportedly Sought by Mercedes Factory

Ed Kretz, Sr., of Monterey Park, one of the country's top motorcycle racers for nearly 20 years, was reportedly approached by Mercedes about the possibility of driving one of the factory mounts in competition, according to information received from a usually reliable source just prior to press time.

Kretz's motorcycling record is outstanding and his name is not unfamiliar to local road racing fans. He was frequently seen wheeling one of the Nick Pastor TR's during the season just past.

No confirmation of the story could be gained before press time, but the practice of utilizing men with motorcycling experience as the drivers of hot racing cars is not new for Mercedes.

Further details will be reported in the next issue of MOTORACING.

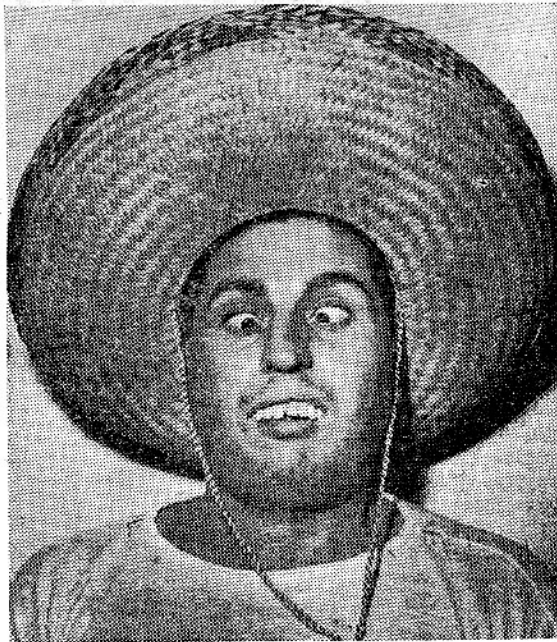
Modifications Due For New Morgan

With the announcement that the new TR-3 would soon start being delivered, local Morgan sources indicated that the Plus Four would undoubtedly have the new modifications in the near future.

This news came as no surprise to local enthusiasts, for the fact that the factory is pleased with the Morgan's U.S. competition success is generally known.

Further announcements concerning this matter should be issued by the first of the year.

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12-16-55



END OF THE ROLL—At the last Torrey Pines races, Jim Tunison, Lancaster, went too wide and fast into turn 1. He hit the dirt on the outside and flipped three times, being knocked out the first

time the car rolled. Jim suffered a concussion and broken wrist, but is now OK. Note the flying hood and other parts scattering in immediate vicinity.

Dave Iwerks

• Up the Straights

★ ★ ★
PLENTY OF FRESH AIR FOR LITTLE GUY
IN PRO RACING—LOOT TO 'NAME' DRIVERS

By Jim Mourning

(This is another in a series on pro-amateur racing)

WITH THE COST of competing creeping upward, almost from one event to the next, the chance for hard cash to defray expenses would be



JIM MOURNING

more than welcomed by many. Even a token gesture by the clubs, such as the return of an entry fee or permission to carry a discreet amount of advertising on their competition machines, would be accepted with relief by many a financially hamstrung competitor.

One way or another, many a driver will fight to continue racing without going under. But leave us face it, professional racing on a vast scale isn't going to see the loot going to the guy that needs it most. It's only sound business practice for promoters to go after "names" and forget Joe Doaks and his stock MG.

Even if professional road racing does burst upon the American scene with the impact that many suspect it will, all is not darkness and blight. It might very well give some of the second-string drivers a chance at the hardware now being carted off with great regularity by the same hot-shoes. With a facet of road racing that's more satisfying, both financially and in public acclaim, it's highly probable that many of the consistent winners would be enticed away from club events.

LESS AND LESS GLORY

For the aficionados who race just for the joy of racing, this would be all cakes and ale. But the affairs would be minor in scope and even the small recognition now received would be diminished. If everyone went professional, it would duplicate the situation that now exists, but would be complicated by the fact that many drivers are just not of professional caliber.

And since pro racing is bound to be more expensive, the perennial also-rans would slowly drive themselves into a

financial hole. This would hardly be a fair finale for the lads and lassies who helped the sport grow.

Were drivers permitted to move back and forth from professional to amateur events, the small driver might find the going so tough that it would drive them out of the sport entirely. Not only would they have the same top drivers to contend with, but they would have to compete against machines that were faster and better prepared due to the money coming in from professional ventures.

There will, undoubtedly, be the usual arguments about road racing being an affair for gentlemen sportsmen and about its never being a poor man's sport. Even if this were true to any extent, and it probably is in Europe, there'd still be grounds for battle.

WHAT IS A GENTLEMAN?

A large class of competitors are going to insist that there's still need for considering cost. Why? The answer, of course, is obvious. Americans do not accept or respect the theory that one class of men alone are "gentlemen" and, therefore, a group apart from the "poor man."

Every citizen feels he is equal to any other and that if he can put enough treasury certificates together to get into road racing, he has as much right there as anyone else. If he has a right there, he has to be considered. And who has the courage to look him in the eye and tell him he does not?

Up to this point, of course, we've only scratched the surface. But we sincerely hope that the scratch was severe enough to start enthusiasts doing some heavy duty, utility type thinking.

MORE COMING

Providing a majority of readers are either composed or safely restrained by the next issue, we'll crawl forth from our cave to consider the matter of the growth of the sport, the effects of European racing on the U. S. scene and how FIA sanctioning fits into the picture.

All of this, of course, with complete disregard for physical danger, but with one eye on the open door.

NAME YOUR FAVORITES

1955 Highlights Sought

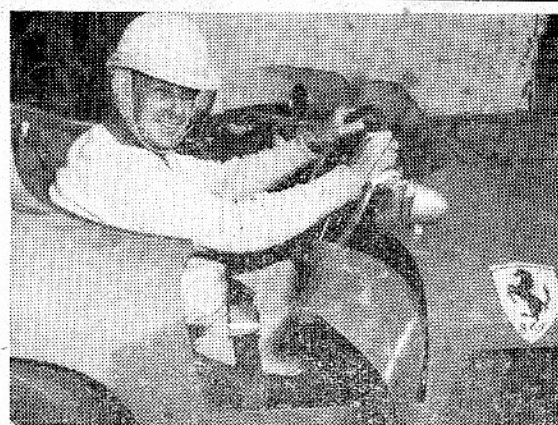
It is customary, as the year ends, for newspapermen to look back on their respective fields and summarize. With Palm Springs the last race of this season, that time has come for **MotoRacing**. But this time with a difference.

Going on the assumption that our readers are all motoring enthusiasts, we are going to give you a voice in that summary. We know that the most highly-regarded cars and drivers can be lost in class competition and that a long list of wins may only indicate more events run and not inherent superiority. So we are asking for your opinion.

The results will appear in coming issues as the basis for a series of articles on what the racing fans think of the past season.

Just answer the questions and mail them in to **MotoRacing**, 8826 Sunset Blvd., Los Angeles 46.

1. Who do you consider the best driver of the year in a car under 1500cc?
2. In a car over 1500cc?
3. Who do you consider the most improved driver of the year?
4. Who do you consider the most underrated driver of the year?
5. Of all those seen on the coast this year, what do you consider the best competition car over 1500cc?
6. The best under 1500cc?
7. If you could have your choice, what car would you most like to compete in?
8. What dual purpose sports car would you most like to own?
9. What novelty or vintage car?
10. Who do you consider the outstanding personality in West Coast motor racing during the past year?
11. What do you consider the greatest contribution to the sport in the last year?
12. What individual do you feel contributed the most?
13. If you had to buy an American car, what would you choose?
14. What kind of a car do you now drive?



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Free List Ends —We're Sorry

It was Shakespeare who said, "Can one desire too much of a good thing?"

Yes, many readers of **MOTORACING** do, but unfortunately the free list is ending.

By year's end, you no longer will receive your copy gratis. So sorry.

Until the next issue the subscription rate is \$1 per year; after that, \$2. Turn to page 3 for the handy subscription form.

Fill yours out today so you won't miss a copy of **MOTORACING**.

Calendar

DEC. 14—San Fernando Valley Chapter, FCCA regular monthly meeting, American Legion Hall, 5320 Fallbrook Avenue, Woodland Hills.

DEC. 17—Orange County Sports Car Club, Third annual Christmas party, Castaways Club overlooking Newport Harbor.

DEC. 18—Austin-Healey Owners Club, 7341 Willoughby Avenue, 8 p.m.

DEC. 21—California Sports Car Club Victory Banquet for Palm Springs, Carolina Pine Restaurant, Reservations: Mary Heffley, NO. 1-3312.

JAN. 14-15—SCCC Torrey Pines Races. Info: Mary Heffley, NO. 1-3312.

JAN. 20-21—SCCA Annual Business meeting, Sheraton-Cadillac Hotel, Detroit, Mich.

DRAG STRIPS—Pomona, San Fernando, Long Beach, Colton, Santa Ana—all SUNDAYS; Saugus, Saturday.

LOTS OF JEEPS

Nearly 1,000,000 four-wheel-drive Willys Jeeps have been built.

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JAG OWNER badly needs three salesmen who would like to enter the insurance business. Wonderful hours that will not interfere with races, rallies, hill climbs, or club meetings.

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• Checkered Flag

★ ★ ★

HERE'S INSIGHT INTO SPORTS CAR BUMS—
THEY FIT INTO FOUR NEAT CATEGORIES

By Art Lauring

TODAY'S SERMON lightly touches on a pathetic subject: sports car bums!

These unfortunate creatures fall into four categories: certain skilled drivers, a coterie of wheel-manipulators who should be rolling hoops, pit-lice that pose as "experts" but merely clutter time and space and, finally, a specialized type of car owner or "sponsor." All comprise a small but irritating segment of "amateur" road-racing.



ART LAURING

The skillful "bum" has been so smitten by the racing bug that he is ready to sacrifice vocation, career or even family in his frenzied pursuit of victory laurels. Like his tennis counterpart this "amateur chauffeur" haunts clubs, fashionable resorts and cocktail lounges. He wanders from competition pillar to post, seeking well-heeled sponsors who can provide him with super-expensive, imported speed machinery plus hefty gobs of expense-and-fun cumshaw! The time was when this lad joyously and expertly piloted his own production MG, Jag, Healey or Porsche for the sheer sport. But not longer: today the glamor-bum wants to ride high on the hog. It's a Ferrari, 300SLR, Pegaso or nuthin' . . .!

The unskilled "bum" is the lead-head who sees double while racing because he has two craniums that consistently malfunction. He's the lad who either cannot read instructions, understand simple Americanese or else has a built-in headwind of sheer obstinacy. Otherwise, how explain his disregard of flag signals, lack of track courtesy and consistently sloppy cornering technique? His notion of expertness is to see how close he can put his hub caps to those of the driver trying to pass him.

THEY GET CHARGE OUT OF 'NERFING'

He will try to prove his nerve and verve by charging up to a slower car and "nerfing" a trifle. And then he'll yell like a wounded Comanche when the black flag is rightly waved in his begoggled kisser!

The pit-lice, male and female, are ready to gush idiotic advice, butter-finger maintenance and, in general, louse up any well-coordinated race effort. They pontificate loudly and know not whereof they prattle. The average owner-driver racing on his own and unable to pay for expert mechanical assists all too often falls victim to these tweeters and woofers.

THIS GUY LIKES TO BOOM HIS OWN NAME

And, finally, there is a particular species of Man-With-The-Dough—the cold-eyed bird who likes the vicarious thrill of owning

(Continued on Page 8, Cols. 3-4)

CSCC Sets Fete Date

Victory banquet for the California Sports Car Club's Palm Springs races will be held Wednesday, December 21, at the Carolina Pines Restaurant, according to Mary Heffley, club secretary.

Cocktails will be served at 7:30 and dinner starts at 8 p.m.

Awards will be presented to all winning drivers for Palm Springs and it is anticipated that the Women's Sports Car Club will present their "Order of the Garter" to some one present at the race.

Marvin Buys New Arnolt-Bristol Cpe.

Actor Lee Marvin, presently making "The Rack" for MGM, became the only man in the United States to own an Arnolt-Bristol Coupe when he bought the one Johnny Williamson had on display at the International Auto Show. Reported price was \$5995.

Although Marvin is not known to have competed in automotive events before, he reportedly intends to race the car in local affairs during the 1956 season.

Word From Brero

I want to thank you for the issues of MOTORACING you have sent. I also want to take this opportunity to congratulate you on this so much needed paper and the manner in which it is put out. "Pro's" will always tell. Congratulations.

Please find the enclosed check to cover the various subscriptions I would like to have mailed. . . .

LOUIS BRERO
Arcata, Calif.

CAN YOU IDENTIFY THESE DRIVERS AND SCENES?

WANT A TR-2?

Well, we can't supply you with one for real, but we will give a beautiful little model of one to the first person who can correctly identify all the photographs to the right. A similar photo contest will run for the next three issues. Only the first completely correct answer received can win the TR-2 model, but anyone answering all the questions in any one quiz correctly will be eligible for the play-offs, photos for which will be published in a later issue.

At present, play-off awards consist of a free steak dinner for two at Blarney Castle, motoring's newest gathering place, and a subscription to MOTO-RACING, but more items will be added each week. Entries for the first week's contest must be postmarked no later than midnight, Dec. 18.

Names of the winner and those eligible for the play-off will be published in the next issue. Award will be made on the basis of the earliest postmark and the decision of the judges is final.

Here's what we want to know:

(1) Although the face is obscured, you should be able to tell this driver by the way he sits in the seat and by identifying the portions of the car visible. Who is the driver? (2) Pictured is a car competing in a rather rare Southern California automotive event. Tell us where the event is held. (3) Who is this well known personality in West Coast sports car circles? (4) Who is the driver having difficulty in this Mercedes-powered Special at Palm Springs?



PHOTO NO. 1

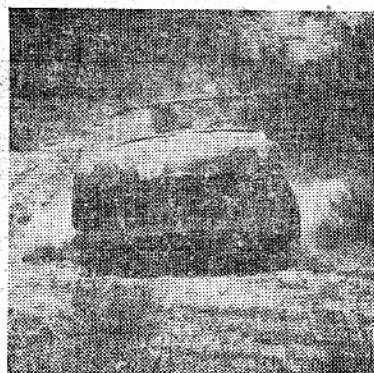


PHOTO NO. 2

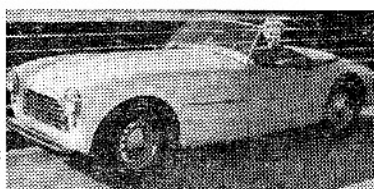


PHOTO NO. 3

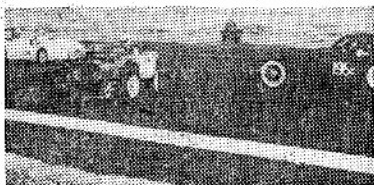


PHOTO NO. 4

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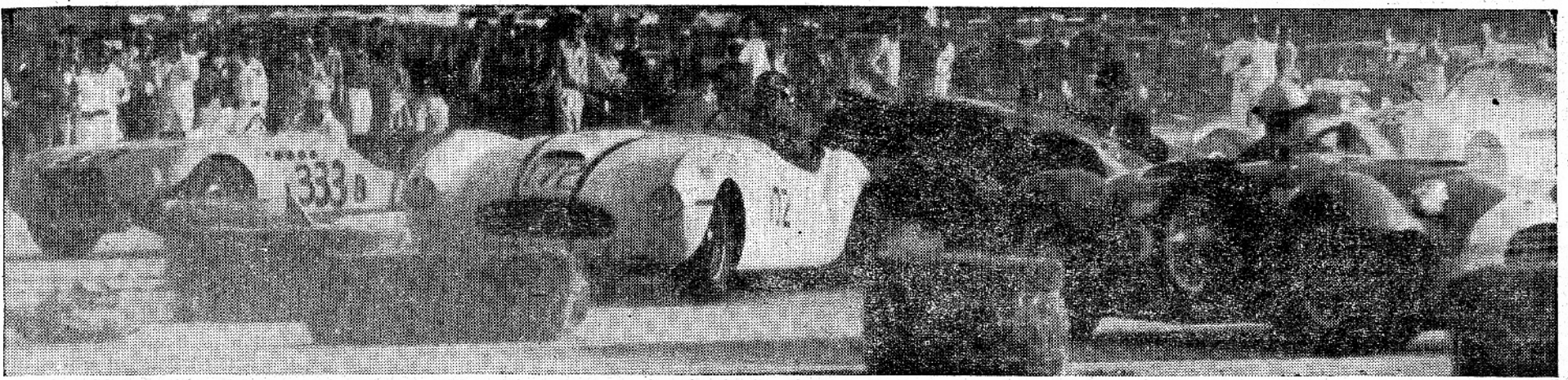
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TRAFFIC JAM—A split second before this photo was taken Carroll Shelby had ploughed Tony Parravano's 4.9 Ferrari over the Wally Edwards Special when he

failed to negotiate (!) turn 1 in Saturday's feature race at Palm Springs. Here, an unidentified car starts climbing over Francis Powell's Buford Special (172).

Car at right, Fred Woodward's Jaguar Special (51) escapes the melee and heads out of trouble. Luckily, none of the four drivers involved were injured.

Palm Springs Race Charts

(Compiled by Long Beach MG Club under direction of Doug Bailey, Scoring Marshal. Data on non-finishers by Myra Jones.)

(Saturday, Dec. 3, 1955)

Race No. 1		Race Title: Prod. sedans up to 1500 cc		Time: 17:16	Ave. 45.9
Pos	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	115		Aldous, Frank	Renault 1063	1
2	71	:01	Pearson, Ron	Volvo 444	1
3	133	:20	Smith, Douglas	Borgward	2
4	190	:23	Collins, Walt	MG Magnette	2
5	150	:38	Baker, Chas.	Panhard	1
6	199	:02	Bloom, Jerry	Hillman Husky	4
7	217	:12	French, Wm.	VW	5
8	209	1L:38	Evers, George	Citroen	1

9 starters (5F, 2G, 1H, 1I). Did not finish—127 Boone, Wm. Panhard—Ignition trouble.

Race No. 2		Race Title: Prod. under 1500cc		Time: 14:06	Ave. 56.2
Pos	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	24		Barker, Ed	Porsche S. Spd.	1
2	86	:09	Johnson, Dale	Porsche Spd.	2
3	15	:11	McCroskey, Michael	Porsche S. Spd.	3
4	39	:12	Hudson, Ronald	Porsche Sp.	4
5	92	:13	Bird, Tracy	Porsche Spd.	5
6	7	:17	Wheeler, Howard	Porsche S. Cpd.	6
7	9	:21	Friedauer, Wm.	Porsche S. Spd.	7
8	188	:22	Darnold, Wm.	Porsche S. Spd.	8
9	77	:27	Forbes-Robinson, E.	MG-A	9
10	94	:40	Howard, Ray	MG-A	10
11	141	:43	Sinclair, S. L.	MG TD	11
12	104	:44	Tormelin, Ed	Porsche Sps.	12
13	62	:47	Lumkin, J. E.	MG TF	13
14	109	:51	Donner, Robt.	Porsche cpe.	14
15	105	:58	Butler, Hal	MG TF	15
16	153	1:04	Robeson, Lewis	Porsche Spd.	16
17	117	1:12	Peck, Thayer	Porsche Su.	17
18	28	1:16	Stillwell, Morry	Porsche S. Spd.	18
19	57	1:17	Turner, W. R.	MG TC	19
20	132	1:18	Richards, Herold	MG TC	20
21	214	1:19	Brigandi, Karl	MG TF 1500	21
22	237	1:20	Taylor, Sam	MG TD	22
23	30	1:21	Turner, Bruce	MG Mk. II	23
24	43	1:22	Pickering, Ray	MG TD	24
25	78	1:23	Greenaway, Jack	MG TF	25
26	113	1:24	Bracker, Lew	Porsche Su.	26
27	61	1:25	Arnold, John	MG TF	27
28	135	1:26	Schroeder, Chuck	MG TF	28
29	110	1:27	Alcazar, Chuy	MG TF 1500	29
30	165	1:28	Harris, Jim	MG TF 1500	30
31	85	1:29	Wilson, Bob	MG TF	31
32	74	1:30	Garlick, Walt	Porsche Cpe.	32
33	160	1:31	Brigham, Robt.	MG TF	33
34	8	1:32	Dredge, Steve	MG TC	34
35	138	1:33	Miller, Paul	MG TD	35
36	126	1:34	Brauer, Don	MG TC	36
37	29	1:35	Burnett, Roy	MG TF	37
38	187	1:36	Blasdel, John	MG TD	38
39	68	1:37	Vanlaw, Pete	MG TD	39
40	34	1:42	Jay, Nixon	MG TF	40
41	67	1:43	Swanson, Ken	MG-A	41
42	300	1:45	Hackman, James	MG TD	42
43	151	1:46	Miller, Leon	Singer SM 1500	43
44	48	1:47	Ferrell, John	MG TD Mk II	44
45	220	1L:04	Clark, Eugene	MG TD	45
46	137	1L:06	Williams, Robt.	MG TD	46
47	1	1L:07	Talcott, James	MG TF 1500	47
48	211	1L:08	Bonney, Hal	MG TF	48
49	158	1L:14	Pattinson, Bob	Singer SM 1500	49
50	167	1L:15	Schillireff, Geo.	Dyna Panhard	50
51	147	3L:42	Dair, Jack	MG TF	51

58 Starters (57F, 1G). 12 Porsche Speedsters, 4 Porsches, 3 MGA's, 23 under 1300 MG's, 6 over 1300 MG's, 2 Singers. Did not finish—60 Lachman, George—MG TD—Burned out points & condenser. 81 Stone, Walt—MG-MKII—Transmission-linkage trouble. 87 Blanke, O. Jene—Porsche Su.—Burnt out clutch. 131 Parkinson, Jim—MGA—Heating problems. 155 Woods, Ray—MG TD—Flipped, no injury. 231 Hawk, D. E.—MG TD. 269 West, Anthony—MG TD—Lost oil pressure.

Race No. 3 & 4		Race Title: Prod. over 1500cc Formula III		Time: 13:46	Ave. 57.6
Pos	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	83		Peterson, Jim	XK 120M	1
2	12	:09	Cleye, Rudy	Merc 300 SL	2
3	101	:33	Visel, Morlan	Merc 300SL	3
4	97	:36	Hall, Terry	Merc 300 SL	4
5	166	:41	Dickson, Bob	XK 120M	5
6	119	:45	Sturgis, Bill	Merc 300SL	6
7	139	:46	McCord, Sam	XK 120M	7
8	37	:51	Fords, Wells	Merc 300SL	8
9	216	:52	Reventlow, Lance	Merc 300SL	9
10	275	:56	Edwards, Troy	XK 120M	10
11	103	:59	Critchlow, Ces	XK 120M	11
12	13	1:04	Willett, Robt.	Arnolt-Bristol	12
13	350	1:05	Lambie, Rick	XK 120M	13
14	79	1:11	Frenchaboy, Warren	TR-2	14
15	212	1:15	Conklin, Skip	XK 120	15
16	59	1:16	Oker, Robt.	Morgan +4	16
17	162	1:22	Kudler, Robt.	XK 140 MC	17
18	22	1:28	D'Nelly, Gregg	AH 100	18
19	143	1:29	Cox, Terry	XK 140MC	19
20	134	1:30	Irvin, Hugh	XK 140M	20
21	49	1:31	Drake, Bob	TR-2	21
22	321	1:33	Gurney, Dan	TR-2	22
23	129	1:34	Bishop, Noble	TR-2	23
24	116	1:35	Tebben, Chas.	TR-2	24
25	64	1:47	McLaughlin, John	AH LeMans	25
26	4	1:48	Hulette, Don	TR-2	26
27	72	1:52	Hivley, Gerald	XK 120	27
28	148	1:53	Robinson, John	XK 120M	28
29	123	1:56	DeOlivera, Henry	TR-2	29
30	161	1:57	Stratten, Jack	TR-2	30
31	6	1:58	Kegan, Myron	AH	31
32	196	1:59	Smith, Colin	AH	32
33	198	2:01	Belsky, Irwin	Dorette TR2	33
34	193	2:02	Allen, Ray	XK 140	34
35	31	2:03	Flynn, Lee	Dorette TR2	35
36	35	2:04	Phillips, Ralph	XK 120M	36
37	256	2:06	Aarons, Gerald	XK 120M	37
38	303	2:21	Kent, Arthur	AH	38
39	247	1L:10	Bonenberger, Harry	TR2	39
40	108	1L:12	Brandreth, Ed	TR2	40
41	88	1L:13	Puckett, Joe	TR2	41
42	194	1L:17	Pike, Gale	XK 140MC	42
43	152	1L:35	LeMay, Alan	XK 140MC	43
44	23	1L:44	Sisk, Jerry	XK 140	44
45	86	1L:48	Flanigan, Patrick	AH 100	45

54 starters (22C, 14D, 18E). Did not finish—5 Yarter, Ned—Arnolt Bristol—Fouled plugs. 69 Weller, Bob—Jaguar—Universal joint broken. 80 Nicol, Harry—Austin-Healey Le Mans—Fuel pump trouble. 121 Boughton, Ed—Jaguar XK120—Lost clutch. 128 Piercy, Bob—AC Ace—Transmission locked in second. 130 Lance, John—Austin-Healey 100. 140 Cleaver, Frank—Jaguar XK120—Ignition trouble. 299 Menning, Rodney—Jaguar XK120. 500 Watkins, John—Morgan—Lost oil pressure.

500cc — Formula III Time: 16:00 Ave. 49.5 Laps 6 — Miles 13.2
1 201 Wright, Bill. LMF 111A JAP
4 starters. Did not finish—3 Kessler, Bruce—Cooper—Blew tire. 19 Dane, Stuart—Dane Triumph—Magnet trouble. 183 Rompell, Shay—JAP—Burned piston.

Race No. 5		Race Title: Mod. under 1500cc		Time: 22:03	Ave. 60.0
Pos	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	205		Miles, Ken	Maserati	1
2	174	:08	Kunzle, John	Porsche 550	2
3	50	:27	Hanford, Harry	MG Sp.	3
4	169	:40	Porter, John	Porsche 550	4
5	179	:68	Path, Robt.	Offy-Lotus Sp.	5
6	55	:92	Freutel, Ed	Lotus Mk. VI	6
7	159	:120	Eschrich, Dr. Wm.	Eschrich Sp.	7
8	17	:139	Orr, James	Devin Panhard	8
9	178	1L:05	Settember, Tony	MG TC Sp.	9
10	38	1L:52	Duff, Jack	Panhard Sp.	10
11	142	1L:62	Miller, Don	Crosley Sp.	11
12	112	1L:66	Mullin, Stan	DB Panhard	12
13	92	1L:91	Betes, Manuel	Panhard	13
14	111	1L:134	Landaker, Hal	Fiat HD	14
15	32	1L:155	Holbrook, Robt.	Crosley Sp.	15
16	45	1L:159	Winters, Dr. Paul	Halliday Renault	16
17	42	2L:01	Young, John	MG TD	17
18	27	2L:45	Wilson, James	Young Sp.	18
19	93	2L:65	Whitney, Clarge	MG TC	19
20	170	2L:116	Wildier, Jack	Nicholas Panhard	20
21	145	2L:128	Playan, Marion	Playan Sp.	21
22	157	4L:168	Jamieson, Tommy	Simca Rdst.	22
23	54	5L:03	Douglas, Jack	Devin Panhard	23

31 Starters (18 F, 4G, 9H). Did not finish—16 Benton, John—MG Spec.—Motor heated, made pit stop, went out again and thought he got the checkered flag. 41 Timanus, John—MG Spec.—Broken axle at starting line. 44 Raville, Clarence—MG TC—Dropped valve. 75 Huddleston, Rex—Lotus—Banjo nut on gas line fell off. 96 Thomas, Bill—Porsche—Blew engine. 181 Rhodes, Bill—MG TF, 215 Pearson, Ron—MG Spec.—Oil leak, in rocker box gasket. 250 Miller, Dusty—MG Spec.—Lost brakes.

Race No. 6		Race Title: Mod. 1500 to 3000cc		Time: 20:47	Ave. 63.5
Pos	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	76		McAfee, Ernie	Ferrari Monza	1
2	207	:03	Gregory, Masten	Maserati	2
3	26	:55	Edwards, Sterling	Ferrari Monza	3
4	82	:108	Laughlin, Gary	Ferrari	4
5	95	:120	Pringle, W. B.	AH 100S	5
6	104	1L:14	Knope, Fred	AH 100	6
7	107	1L:17	Brumby, Jack	Ferrari	7
8	138	1L:42	Hall, Terry	Talbot GP	8
9	10	1L:46	Sawyer, Robt.	Arnolt-Bristol	9
10	171	1L:59	McLaughlin, John	Alfa Romeo Nar	10
11	106	1L:60	Cooper, Gordon	Alfa Romeo Nar	11
12	84	1L:76	Steele, Harry	AH 100	12
13	100	1L:83	Allee, Al	AH 100	13
14	149	1L:170	Kretz, Ed	TR2	14
15	124	2L:35	Firestone, James	TR2	15
16	313	8L:71	Varnum, Frank	MG TD V8-60	16

18 starters (10D, 4E, 3F). Did not finish—125 Vedor, Cl—Bristol Spec.—Breather pipe fell off, lost oil, ran bearings. 210 Drake, Bob—Ferrari 4.1—Spark plug wires crossed, no start.

Race No. 7		Race Title: Mod. over 3000cc		Time: 20:56	Ave. 63.2
Pos	Car No.	Sec. Behind	Driver	Make of Car	Class Position
1	175		McAfee, Ernie	Ferrari Monza	1
2	47	:04	Murphy, Bill	Kurtis Buick	2
3	182	:27	Morgenson, R. C.	Morgenson Sp.	3
4	202	:43	Woods, Pearce	Jag C	4
5	238	:55	Daigh, Chuck	Troutman Barnes	5
6	51	:80	Woodward, Fred	Jag Sp.	6
7	11	:94	Miller, Ak	Spec. Olds	7
8	21	:106	Murphy, Bob	Lincoln Ford	8
9	63	:113	Lozano, Ignacio	Jag D	9
10	254	:115	Douglas, Jack	Jag C	10
11	18	:134	Blackwell, Carlyle	XK 120C	11
12	144	1L:13	Hanssen, Wm.	Baldwin Sp.	12
13	180	1L:43	Bellavance, Albert	Dempsey Sp.	13
14	120	1L:52	Bythiner, Klaus	Jag XK120	14
15	184	1L:61	Livingstone, Frank	Eliminator	15
16	14	1L:71	Budurin, Alex	Kurtis Ford	16
17	98	2L:10	Owen, James	Jag Sp.	17

26 starters (9B, 17C). Did not finish—102 Rowley, Wm.—Nardi Chevy—Bearing trouble. 154 Leach, Bill—Allard J2—Shorted battery cable. 163 Connors, Richard—1932 Ford V8—Blew water hose. 172 Powell, Francis—Powell Buford—Another car climbed his back. 175 Ives, Ennals—Allard J2X—Wheel broken. 189 Edwards, Wally—Edwards Spec.—Hit by another car—considerable damage. 208 Shelby, Carroll—Ferrari—Hit several cars and hay bales. 210 Drake, Bob—Ferrari 4.1 Cp.—Universal joint split. 333 Gruver, J. K.—Jag Olds (reason unavailable).

Renault in Club Move

With car clubs popping up all over the terrain like the proverbial weed, boosters of the startling little French Renault are preparing to jump in with all four wheels.

Presently dubbed the Renault Racing, Rallye & Roulette Retinue, the movement is being started by a group of enthusiasts headed by Marge Woods, 657 No. Vermont, L.A. 4. For info, call Normandie 4-3216.

Interest in the car and in an organization for car owners was generated when the Renault began racking up a surprising competition record locally. It has been highly successful in both rallies and road races in Europe for many years.

REAL SOUTHERN COOKIN'!

Hippopotamus jowls with black-eyed peas. 25c. Joe's steak house — And what's cookin' with you?

Warshawsky New Morgan Club Prexy

Inauguration dinner for the newly-formed Morgan Plus Four Club was held at the Blarney Castle, Dec. 10, when Curt Warshawsky, best known for his work as head of the technical inspection crew at CSCC races, was inducted first president.

As his first official act in office, Warshawsky announced the appointment of Bob Oker, driver of the Ed Savin Morgan in local races, as the first honorary member for "furthering the marque and bringing competition glory to the name."

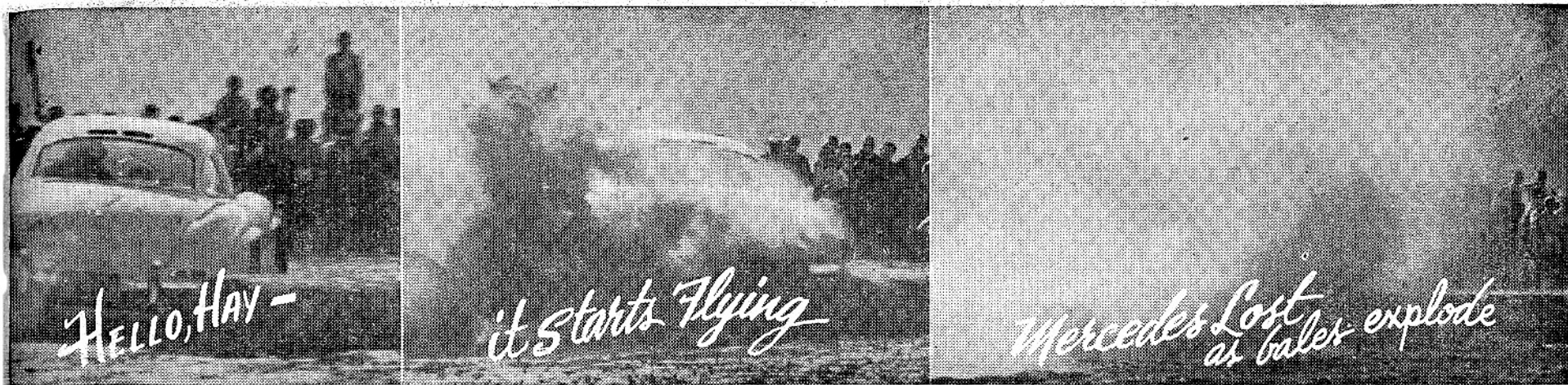
Other officers are: Dare Miller, vice-president; Royall Terry, secretary; Gene McCreery, treasurer. The Board of Directors consists of Reginald Parsons, Stan Weinreich and Marv Maslin. Alternates are Dan Levitt and Norm Hotchin.

Press on Regardless Rallye Due for April

If you're the type who would rather compete than spectate, then hold a date open in April. Officials of the California Sports Car Club have let leak that this is the target month for the third Press On Regardless Rallye.

Always a success in the past, despite mumbblings from confused navigators and drivers, the event is expected to draw over 200 of the west's top rallyists who are in search of championship points.

- TRIUMPH TR2
- MERCEDES-BENZ
- RENAULT
- ENGLISH FORDS
- BORGWARD
- DKW
- HILLMAN-MINX
</



SHREDDING THE HAY—Dr. Wells Ford was going too fast out of turn 1 in Saturday's over-1500cc pro-

duction car race at Palm Springs. At left, he whacks in the hay. Center panel shows him skidding in a com-

plete broadside, the back of his Mercedes-Benz 300SL clouting the bales. And at right what do you see?

Dave Iwerks

Palm Springs Race Charts

(Sunday, Dec. 4, 1955)

(Compiled by Long Beach MG Club under direction of Doug Bailey, Scoring Marshal. Data on non-fininishers by Myra Jones.)

Race No. 8 Race Title: Consolation under 1500cc Time: 25:24 Ave. 52.08

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class	Position
1	75		Huddleston, Rex	Lotus Mk. IX	1	
2	250	:10	Miller, Norris	MG Sp.	2	
3	153	:19	Robeson, Lewis	Porsche Spd.	3	
4	113	:32	Bracker, Lew	Porsche Su.	4	
5	28	:55	Stillwell, Morry	Porsche Su. Spd.	5	
6	132	:58	Richards, Herold	MGTC	6	
7	16	:68	Benton, John	MG Sp.	7	
8	237	:77	Taylor, Sam	MGTD	8	
9	41	:79	Timanus, John	MGTC Sp.	9	
10	110	:84	Alcazar, Chuy	MGTF 1500	10	
11	214	:92	Brigandi, Karl	MGTF 1500	11	
12	135	:98	Schroeder, Chuck	MGTF	12	
13	165	:105	Harris, James	MGTF 1500	13	
14	54	:113	Douglas, Jack	Devin Panhard	14	
15	61	:116	Arnold, John	MGTF	15	
16	30	:118	Turner, Bruck	MG Mk. II	16	
17	81	:121	Stone, Walt	MGTD Mk. II	17	
18	160	:132	Brigham, Robert	MGTF	18	
19	29	:136	Burnett, Roy	MGTF	19	
20	60	:138	Lachman, George	MGTD	20	
21	68	:142	Kanlaw, Pete	MGTC	21	
22	126	:143	Brauer, Donald	MGTF	22	
23	211	:148	Bonney, Hal	MGTD Mk. II	23	
24	48	:149	Ferrell, John	MGTF	24	
25	147	:150	Dair, Jack	MGTF	25	
26	34	:153	Jay, Nixon	MGTD	26	
27	138	:154	Miller, Paul Jr.	MGTD	27	
28	137	:156	Williams, Robert	MGTD	28	
29	300	:157	Hackman, James	MGTD	29	
30	187	:158	Blaiddell, John	MGTD	30	
31	151	:159	Miller, Leon	Singer SM 1500	31	
32	114	:162	Bucklein, Stan	Nichols Panhard	32	
33	369	:164	West, Anthony	MGTD	33	
34	115	:167	Aldous, Frank	Renault	34	
35	190	:168	Collins, Walt	MG Magnette	35	
36	133	:170	Smith, Douglas	Borgward	36	
37	127	:171	Boone, William	Panhard	37	
38	199	:174	Bloom, Jerry	Hillman Husky	38	
39	78	:177	Greenaway, Jack	MGTF	39	
40	217	:180	French, William	VW	40	
41	43	:183	Pickering, Ray	MGTD	41	
42	209	:184	Evers, George	Citroen	42	

49 starters (42F, 3G, 2H, 1I). Did not finish—1—Talcott, James—MGTF 1500—Rocker arm adjustment backed off completely. 87—Blanke, O. Jene—Porsche Su. (reason unavailable). 93—Whitney, Clarke—MGTC (reason unavailable). 131—Parkinson, Jim—MGA—Broke shifting mechanism. 150—Baker, Charles—Panhard—Blew piston. 215—Pearson, Ron—MG Spec. Threw rod.

Race No. 9 Race Title: Consolation over 1500cc Time: 23:16 Ave. 56.8

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class	Position
1	14		Budurin, Alex	Ford Kurtis	1	
2	154	:30	Leach, Bill	Allard J2	2	
3	134	:64	Irvin, Hugh	XK140M	3	
4	122	:85	DeNelly, Gregg	Alfa Romeo Nar	4	
5	106	:93	Cooper, Gordon	XK140MC	5	
6	162	:109	Kudler, Robert	XK140MC	6	
7	143	:110	Cox, Terry	XK140MC	7	
8	129	:113	Bishop, Noble	TR2	8	
9	161	:115	Stratten, Jack	TR2	9	
10	123	:117	DeOlivera, Henry	TR2	10	
11	6	:128	Kagan, Myron	TR2	11	
12	116	:145	Tebben, Charles	TR2	12	
13	35	:178	Phillips, Ralph	XK120M	13	
14	173	:180	Seage, Dick	TR2	14	
15	303	:189	Kent, Arthur	TR2	15	
16	98	:190	Owen, James	Jag. Sp.	16	
17	130	:192	Lance, John	TR2	17	
18	194	:198	Pike, Gale	XK140MC	18	
19	23	:200	Sisk, Jerry	XK140	19	
20	121	:202	Boughton, Ed	XK120	20	
21	108	:204	Brandreth, Ed	TR2	21	
22	247	:206	Bonberger, Harry	TR2	22	
23	72	:208	Hivley, Gerald	XK120	23	
24	31	:210	Flynn, Lee	Doretti TR2	24	
25	88	:212	Puckett, Joe	TR2	25	
26	128	:214	Piercy, Bob	AC ACE	26	
27	186	:216	Smith, Roger	TR2	27	

34 starters (2B, 13C, 6D, 12E, 1FL). Did not finish—5—Yarter, Ned—Arnold Bristol—Broken gas line. 69—Weller, Bob—Jaguar XK140MC—Lost bearing. 80—Nicol, Harry—Austin Healey Le Mans—Hit by Jaguar, wrecked wheel and steering assembly. 172—Powell, Francis—Burd—Hit by 500cc with broken steering. Stalled, low battery and couldn't start. 193—Allen, Ray—Jaguar XK140MC (reason unavailable). 198—Blesky, Irwin—Doretti—Sun, buried in sand backwards. 269—Hosch, Martin—Jaguar XK120M—Blew clutch.

500's—Formula III Time: 23:26 Ave. 56.4 Laps 10 Miles 22

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class	Position
1	19		Dane, Stewart	Dane Triumph	1	

Did not finish—3—Kessler, Bruce—Cooper—Broken steering column. 183—Rompell, Shay—JAP—Ignition trouble.

Race No. 10 — Race Title: Under 1500cc Main Time: 45:04 Ave. 58.5

Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class	Position
1	205		Miles, Ken	Maserati	1	
2	169	:40	Porter, John	Porsche 550	2	
3	50	:47	Hanford, Harry	MG Sp.	3	
4	174	:57	Kunzle, Jean	Porsche 550	4	
5	145	:140	Playan, Marion	Playan Sp.	5	
6	55	:160	Freutel, Ed	Lotus Mk. VI	6	
7	86	:184	Johnson, Dale	Porsche Spd.	7s	
8	24	:185	Barker, Ed	Porsche Su. Spd.	8s	
9	250	:190	Miller, Norris	MG Sp.	9s	
10	39	:199	Hudson, Ron	Porsche Spy.	10s	
11	159	:134	Eschrich, Dr. Wm.	Devin Panhard	11s	
12	17	:137	Orr, James	Porsche Su. Spd.	12s	
13	19	:147	Friedhauer, William	Porsche Su. Spd.	13s	
14	188	:2L:05	Darnold, William	Porsche Spd.	14s	
15	104	:30	Tomerlin, Ed	Porsche Cpe.	15s	
16	109	:41	Donner, Robert	MG-A	16s	
17	77	:65	Forbes-Robinson, E.	MGTC	17s	
18	94	:86	Howard, Ray	MGTC	18s	
19	132	:113	Feuerhelm, Duane	MGTD	19s	
20	141	:124	Sinclair, S. L.	Porsche Su. Spd.	20s	
21	28	:127	Stillwell, Morry	Halliday Renault	21s	
22	45	:129	Winters, Dr. Paul	DB Panhard	22s	
23	112	:130	Mullin, Stan	MGTF	23s	
24	62	:131	Lumkin, J. E.	Panhard Sp.	24s	
25	33	:132	Duff, Jack	MGTF	25s	
26	106	:237	Willaway, George	Porsche Spd.	26s	
27	292	:3L:37	Bird, Tracy	Crosley Sp.	27s	
28	32	:122	Holbrook, Robert	Porsche Su. Spd.	28s	
29	15	:133	Pickett, Henry	MGTD	29s	
30	27	:157	Wilson, James	Dyna. Panhard	30s	
31	167	:4L:122	Schiffelreiff, George	MGTC Sp.	31s	
32	178	:1L:135	Settember, Tony	MGTC Sp.	32s	

*By-passed Turn 2. 38 starters (18Fs, 9Fm, 4Gm, 1Gs, 6Hm). Did not finish—7—Wheeler,

Howard—Porsche Su—Dropped valve. 75—Huddleston, Rex—Lotus MKIX—Engine blew up. 92—Bates, Manuel—Panhard. 111—Landaker, Hal—Fiat Harley Davidson—Ignition coil broke off. 142—Seifried, Dick—Crosley Sp.—Lost clutch. 157—Jamieson, Balch—Simca Rdst.

Race No. 11		Race Title: Women's		Race Miles	Time: 15:04	Ave. 52.6				
		Laps 6		13.2						
Pos.	Car No.	Sec. Behind	Driver	Make of Car	Class	Position				
1	149		Szyver, Pat	TR2		C	D	E	F	
2	20	:12	Wells, Jane	AH100			1			
3	23	:49	Sisk, Alverta	XK140	1					
4	173	:53	Fain, Maxine	TR2				1		
5	129	:54	Bishop, Mary	TR2				2		
6	123	:100	DeOlivera, Helen	TR2				3		
7	214	:105	Martin, Carmela	MGTF1500					1	
8	196	:106	Cochrane, Ada	AH			3			
9	28	:107	Stillwell, Eida	Porsche Su. Spd.					2	
10	237	:122	Taylor, Norah	MGTD					3	
11	229	:125	Street, Ruth	AH100			4			
11 starters (1C, 4D, 3E, 3F).										

11 starters (1C, 4D, 3E, 3F).

		Laps 38		Miles 83.6								
Pos.	Car No.	Sec. Behind	Driver	Make of Car	B	C	D	E	F	G	Position	
1	207		Gregory, Masten	Maserati							1	
2	76		McAfee, Ernie	Ferrari Monza							2	
3	238	:62	Daigh, Chuck	Trmm-Barnes		1						
4	47	:76	Murphy, Bill	Kurtis Buick	1							
5	122	1L:43	Morgenson, R. C.	Morgenson Sp	2							
6	51	:125	Woodward, Fred	Jag. Sp.		2						
7	205	2L:08	Miles, Ken	Maserati							1	
8	12	:57	Cleye, Rudy	Merc. 300SL						3s		
9	149	:120	Kretz, Ed	TR2						4		
10	18	3L:30	Blackwell, Carlyle	XK120C			3					
11	254	:51	Douglas, Jack	Jag. C								
12	164	:75	Knoop, Fred	AH100				5				
13	103	:116	Critchlow, Ss	XK120M					4s			
14	166	4L:02	Dickson, Bob	XK120M					6s			
15	350	:04	Lambie, Rick	XK120M					7s			
16	59	:44	Oker, Robert	Morgan +4							1s	
17	275	:93	Edwards, Troy	XK120M			8s					
18	79	5L:18	Frinchiboy, Warren	TR2						2s		
19	55	:73	Monise, Frank	Lotus Mk. VI							1	
20	37	6L:03	Forde, Wells	Merc. 300SL						6s		
21	14	:70	Budurin, Alex	Kurtis Ford				9				
22	120	:127	Bythiner, Klaus	Allard J2X		3						
23	95	7L:39	Bringle, W. B.	AH100S					7			
24	124	:95	Firestone, James	TR2						3		

37 starters (5Bm, 6Cs, 8Cm, 4Ds, 7Dm, 3Es, 2Em, 1F, 1G). 10—Sawyer, Bob—Fraser-Nash—(reason unavailable). 11—Miller, Akton—Olds. Spec. (reason unavailable). 13—Willett, Bob—Arnott, Bristol—Steering trouble, hit hay bale. 2—Edwards, Sterling—Ferrari Monza—Engine just quit. 63—Shelby, Carroll—Jaguar—Car wasn't handling well. 97—Hall, Terry—Mercedes 300SL—Rod or piston. 100—Allee, Al—Austin Healey 100—Broke valve. 101—Visel, Morlan—Mercedes 300 SL—Steering problems. 134—Irvin, Hugh—Jaguar XK140M. 154—Leach, Bill—Allard J2—(reason unavailable). 180—Bellavance, Albert—Dempsey Spec.—(reason unavailable). 202—Woods, Pearce—C Jaguar—Lost clutch, missed gear, floated valve, broke piston. 212—Conklin, Skip—Jaguar XK120.

NOTE: FOR FUTURE EVENTS, IF YOU WANT YOUR FRIENDS TO KNOW WHAT HAPPENED TO YOUR CAR, SEE MYRA JONES IN THE PIT, LEAVE A NOTE WITH THE SCORERS IN THE VW BUS OR DROP A NOTE TO MOTORACING IMMEDIATELY FOLLOWING THE EVENTS.

Notes and Gleanings From

Myra's Clipboard...

By Myra Jones

ED BARKER (No. 24) was so proud of his checkered flag from race 2 that he taped it to the grab bar of his Porsche Speedster. (A good way to identify the winning cars for the curious pit guests.) . . . L. P. Jacobson (99) MGNA, broke piston ring, fouling plugs during practice . . . Robert Kudler (162) Jaguar XK140MC, hit hay bale and bashed in the side panels. Suggests the bales be moved back to allow for more drift.

Jack Douglas (54) made a quick pit stop during race 5 to change the plugs in his Devin Panhard . . . Dr. Edward Boyd (89) MG Special, threw rod out of the side of the block during practice. Made a hole big enough for a fist . . . Lance Reventlow (216) Mercedes 300SL, spun on front straight when his front brake locked during first lap. All the cars passed him before he could get started again. Passed 36 cars in 6 laps to finish ninth . . . Ed Boughton (121) Jaguar XK120, lost clutch during race 3. Trying desperately to fix it. He had parts all over the pits—floor boards, seats, carpets, tools, etc. Ran in race 9, finished 20th.

The Gladis Powell entry (172) had a busy week-end. During practice, Eric Hauser noticed the brake grabbing on one side. Investigation showed the radius rod was broken. Chris Bohman

MICHELIN "X" TIRES
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Hal Moody's Tire Service
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CH. 5-5119 CL. 1-1123

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FOR SALE

MOST SUCCESSFUL KURTIS IN THE COUNTRY. THIS MACHINE HAS TAKEN INTO CAMP MOST OF THE FERRARIS ON THE COAST. HERE ARE A FEW OF THE REASONS: 15/16 but no stroke Cad engine. Equipped with "Herbert" roller tappets and 270 cam. Full Mag-spark ignition. Four "97" carbs. There may be more powerful plants around, but none more reliable. Equipped with latest Halibrand "Spot" brakes. These are real "binders." Halibrand spool rear axle, splined axle shafts, quick change with full set of gears. Ten Halibrand wide base magnesium wheels all with tires. Two of them brand new. Two gas tanks each with its own pump system. Many other "goodies." This car with all spares: \$5500. Louis E. Brero, 122 Mill St., Arcata, Calif.

I AM OFFERING my beautiful Arnott MG for Sale. Special two-tone silver paint job. Borrani wheels, Laystall head, MG Mitten accessories include valve cover, side plate, air cleaners. Tonneau Cover and many others. This car is perfect throughout and priced at \$3200. You can't lose. Marion Weber CU 3-1410

PRIVATE PARTY. 1955 Ford V-8 Mainline 2-door with customizing. Factory radio, heater, overdrive, turn indicators, Firestone white walls, power pack four-barrel carburetor, dual exhausts with stock mufflers, beauty rims, dark blue metallic color, 11,000 miles. Cost new April 1955. \$2485. Sacrifice for \$1850. Reason for sale—want to buy a new Porsche. Call Atlantic 6-3637.

1953 ROVER SEDAN in "Concours D'Elegance" condition. This "Rolls Royce Jr." is perfect in every detail and the only one of its kind. Must be seen to be appreciated. Priced for quick sale, so hurry! Owner, 6719 King Ave., Bell. Logan 5-8993

TD MOTOR, frame, differential, gear-box, etc. Bargain. Also new XK duals \$35. Write Martin, owner, 805 Baldwin Road, Bakersfield. Phone FAirview 2-6315

FIAT, beautiful, radical "Mille Miglia" SLR rdstr., 10-1, 1221 cc, 1065 lbs. Selling acct. bought Ferrari 1950 firm. Dan M. Collins, 874 Clarkson, Denver, Colo.

51 CROSLLEY Super Sport Roadster—Low mileage—9" hydraulic brakes, radio, heater, top, spotlights, etc. \$350. Call OR. 2-3078 after 6 p.m.

41 CAD. SEDN'T. With '52 Cad. Engine in perfect condition & '50 Cad. hydramatic. Sharp car. Radio, heater, etc. \$59

Bench Racing



D JAG JUST NOT RAPID ENOUGH . . .
GRES HOLLERS FOR MORE PRACTICE . . .

By Gresvick Von Kneissel

THE THEME SONG for Palm Springs this trip could have been "Sliding in the Rain." A surprising number of drivers who should have been told better by their wet-nurses were slopping around the bends in gay abandon, proving rather amateurishly that wet roads just don't give maximum adhesion.

Carroll Shelby in a 4.9 Ferrari put on a show somewhat spectacularly reminiscent of the Hell Drivers with the assistance of a white Allard and a Victress Buick. All three cars made rather interesting exhibits later, the Victress coping unofficial honors with a rather artistic set of tire imprints over its rear deck. I doubt seriously that the flying Texan will hurry to the first corner as quickly next time.

Jag distributor Charles Hornburg should have informed the little pixies in Coventry that he wanted his D Jag for something besides the Auto Show—it wasn't rapid enough; pretty though.

For those non-combatants who deplore the unwillingness of their driver friends to give them pit passes, it might be well to consider the plight of Ernie McAfee's secretary who was left shivering and dripping in the bleachers waiting in vain for a pass which Ernie had promised her.

CLASSIC COMMENT

The immortal comment of the week was made by Ken Miles after the destruction of the Parravano 4.9 Ferrari. When a spectator expressed concern over the condition of the auto he said, "Don't worry, old chap, there's plenty more where that came from."

Believe it or not, the Parravans were heard complaining that even with five entries in the race they were short two pit passes.

If the 2500cc limit on factory prototypes at Le Mans next year is intended to reduce speeds, the French officials are in for a large surprise. This year the Mercedes 300SLR attained straightway speeds in excess of 180 mph with 3 liters, and I doubt that a drop of 500cc in that case will limit the speeds more than 15 mph. Also Gran Prix cars with engine limits of 2500cc have been rocking along fairly rapidly, albeit running special fuels. Well, we shall see what we shall see.

NEED MORE PRACTICE

Let us hope that more practice will be given in future races. The system of five laps of practice with a six-lap sprint race for qualifying, breeds sloppy, dangerous driving.

Word has reached your reporter that Phil Hill won the 210-mile race at Nassau Speed week with a 98.2 mph average. Whew! Nice going, Phil.

Having just seen a pink and pistachio convertible drive by, my stomach compels a complete cessation of literary activities, so good-bye until the next issue.

MYRA'S CLIPBOARD

(Continued from Page 7)

and then before he could get away he was hit in the back. All this during practice . . . Three of the four cars in the SCUDE-RIA ADELANTO placed in the main event.

Mike Siakooles, 500cc car 201, has a sign painted on one side—"Powered by Maytag" Hero Driver, Bill Wright . . . Tracy Bird (92) Porsche Speedster, lost main jet in carburetor during last lap. Dropped from 3rd to 5th. The Birds had a rough trip from Arizona. Bad weather . . . The Eschrich Special (159) had a new set of 4 TT Amal racing motorcycle carburetors on the Offy mill, using two remote bowls. A pulley mechanism is used to synchronize the slide. The owner's surgical background contributed greatly to the detailed precision of the installation.

Bruce Kessler was leading the 500cc when he blew a tire on his Cooper. Something tore a large hole in it . . . Klaus Bythiner (120) returned to the pits in his Allard J2 following his race with a surplus of oil on the bonnet . . . Bob Murphy, driving Walt Gussenbauer's Lincoln Ford, was clipped by a faster car just before turn 1 in the first lap of race 7 . . . Leo Miller (251) MGTC MKII blew piston in practice . . . Marion Playan MG Special fouled a spark plug in the second lap of race 5 but he finished . . . Stan Bucklein (114) had a fire under the hood of his Panhard during practice. He took first in class G in the consolation race. A sign in front of his torn fender said, "Yeah, but you should have seen the hay bale."

OUT OF WHACK

The suspension on Hornburg's D Jaguar (63) was overhauled

following Saturday's race but Shelby still had handling problems on Sunday . . . A fender came loose on Ed Freutel's Lotus MKVI Frank Monise brought it in for a quick pit stop while they tore it off and he completed the race . . . Dr. Karl Brigandi reports that the reason he didn't win was because of a "poor nut at the end of the steering wheel." But—daughter Carmela won her class with it in the women's race . . . Hal Butler leaves for Japan in January. He plans to enter the road races over there. Good luck, Hal! Keep us posted on results . . . Fred Knoop (164) Austin Healey 100, one piston melted but he finished the race on three cylinders . . . The Dillaway-Davis-Drake TR2 (49) had a broken piston. Poor Bob—three different rides for the week-end and he didn't get off the grid . . . Ennals Ives Jr. drove his Allard (175) on a 400-mile rally the week before Palm Springs and then drove it from San Francisco for the races. That's real enthusiasm.

A BURNED VALVE

CORRECTION: Paul Wenger retired due to a burned valve at the Glendale race. The hay bale bash was merely an incident. Sorry, Paul . . . Slick Airways had a busy week bringing in the Parravano Maseratis from New York . . . Carol Mourning had a neat scoring stand with the Bennett's VW bus again . . . The official who provided rain coats for the workers on the corners is to be congratulated for his thoughtfulness. "The Little Guy" appreciated being remembered.

BUYERS WISE UP

A new-car buying survey says 60 per cent of shoppers will visit more than one dealer before making actual purchase.

Request for SOCHill Climb Date Voided

An official request for a hill climb date for the Singer Owners' Club's 1956 affair was withdrawn at the last meeting of the Sports Car Council when it was learned the only date available fell in March.

"The club has held its event in February for the past two years," said Jack Crosby, SOC president, "and we don't intend to stick out our necks again."

"It has rained on either the week-end before or after our event for the past two years," he continued, "and the Singer Owners' Club doesn't feel it is large enough to cover the cost of rain insurance or to tempt the fates any further."

Council president Howard Frank assured club representatives present that the council and its member clubs felt badly about the decision and intimated that should any racing club cancel their request for a week-end date, the SOC would have first chance at it.

This hill climb, the only one scheduled consistently for the past three years, draws 150-200 competitors and a crowd of several thousands.

U.S. TOPS ALL

The United States produces 70 per cent of the world's passenger cars.

FORMULA III RACING

By Mike Siakooles

THE 500CC CLUB of America is happy to have this opportunity of extending wishes for a Very Merry Christmas to all its many friends. And may Santa Claus fill your stocking this year with a new 500cc car.

Only four 500cc cars were present at the Palm Springs road races, but what they lacked in numbers they made up in performance. They made a definite impression on the crowd, and I am told that a couple of Jaguar drivers had a time removing Dunlop tire marks from fenders of their cars.

For a novice sports car driver, Francis Powell is a sportsman of the highest order. He drove the Buick Victress, which had belonged to his brother Bob, who was fatally injured in a racing accident last February. On turn three of the eighth lap, with fourth place in the bag, he pulled off the course, coming to an abrupt stop to avoid running into Bruce Kessler, driving a Cooper. Bruce, who had first in his class all sewed up, was wrestling Powell for fourth over all when his steering let go.

Powell was unable to restart his car because of a dead battery and Bruce pushed him, but to no avail. Racing needs more drivers like Bruce and Francis.

HOMEBUILTS SCORE

In these two days of racing it

was the homebuilts that took the honors. Good show put on by Bill Wright and Stuart Dane. Rumor has it that Warren Olson, L. A. Cooper Dealer, is going to put wraparound bumpers on a certain blue Cooper. This will add a lot of weight, won't it, Bruce?

You scribe needs shin guards and a rear view mirror on his sun glasses to protect himself from red Jaguars backing up without warning on the starting grid. No bounce.

Harry Morrow had to drive alone to Florida on his way to Nassau. Seems he had enough spare parts in the back of his station wagon to build a complete 500 car. We hope to have complete Nassau results in Motoracing in short order. Watch for them.

I hear the new Mark X Cooper will have disc brakes on all four wheels. This should drop at least five pounds per wheel unsprung weight.

Lloyd Frazer will have complete swing axles for 500cc cars in stock within 60 days. This should help the homebuilders get their cars ready.

SAFETY MEASURE

Incidentally, if anyone were to bother to read the 500cc scrutineering check list, they would find that Sect. B, Art. 8 states, quote: "Rollover structure must be at least shoulder height and be capable of supporting at least five times the weight of the loaded car." These rules have been enforced for more than two years.

For more 500cc information, contact the 500cc Club of America, 2708 Magnolia Blvd., Burbank, Calif.

ENVIALE RECORD

One-armed Hobart Manning of Cattaraugus, N. Y., has compiled a fantastic safe-driving record of more than 500,000 miles without an accident. His mount for the last three years has been a White tractor-trailer.

Checkered Flag

(Continued from Page 5)

the Fastest and Most Expensive Car On The Track—and the Best Driver that money can buy. Unlike the dealer-sponsor, this is the individual who cares only for publicizing his own name as the Owner. He disregards the fact that by flagrantly proselytizing good drivers he is performing an effective job of sabotaging what has, up 'til now, been a truly amateur sport!

Fortunately the foregoing constitutes a small, albeit noticeable, minority. The backbone of Le Sport is still composed of owners who are genuinely interested in car performance, drivers both novice and senior who believe in sportsmanship and male and female pit bees that tirelessly produce the honey of efficient maintenance and trackside strategy . . .

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ON RALLIES... PART 4

By Buzz DeBardas

THIS WEEK we're going to cover two portions of a Rallye—the start and the 10-mile odometer check.



BUZZ DE BARDAS

Upon arriving at the starting area of the Rallye, check in. The club will have a table set up. You will be asked to complete an entry form (if yours is a post entry), and sign a release. You will usually receive a number for your window and a time card.

Your car number may indicate your time out—Car No. 1 out at 8:01, car No. 10 at 8:10, etc.

If there is a scheduled drivers' meeting, and you expect to win the Rallye, attend it. Often you are told instruction No. 16 should be to turn right at "TERRIS PLACE, not Paris Place." Also, no smoking in closed areas and NO DRINKING IN ANY PLACE.

Last, but not least, make sure that you have the master time and that your odometer (trip meter) is reset to zero.

As the cars in front of you pull out, you will soon find yourself at the starting line, and the starter will advise you that you are out in 20 seconds, 15 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1 - GO! Then your navigator is handed the instructions for the complete run.

DIG THOSE DIRECTIONS

Don't worry about maintaining correct speeds for the first few minutes—only directions. If this Rallye is on the calendar of the Southern California Council of Sports Car Clubs, then you know there will not be a speed change or check point before the 10-mile odometer check.

I follow this procedure—hurry for the first eight miles and then take it easy and look for the 10-mile marker, which may be a road junction, or a sign "TEN MILE," or a house number. If the event is run by the Long Beach MG Club, it may even be telephone pole No. 208-208. Anyway, watch for it.

CORRECT YOUR SPEED

Now, the reason for the 10-mile odometer check is to allow you to correct your speeds—your odometer may read 9.5 miles. If it does, you are .05 per cent fast, and you must SUBTRACT from all speeds listed in the instructions in this manner—

30. mph (speed in instructions)
.05 error

1.50 mph to be subtracted

30.0 mph
1.5

28.5 mph corrected speed

Remember, if you are short at the odometer check, SUBTRACT. If you are over at the odometer check, ADD.

(NEXT ISSUE—THE USE OF THE COMPUTER.)

Rumor Cleye Approached By Car Firm

Apparently in an effort to establish the Mercedes-Benz name at the top of the list in U.S. competitive events, Rudy Cleye, restaurateur, has become the latest West Coast sports car pilot to be approached by alleged factory representatives.

Cleye, whose Blarney Castle is considered a rendezvous spot for the local sports car crowd, has done an outstanding job his last two times out in the sleek German speedster. Previously, he had compiled a relatively successful record behind the wheel of an Arnolt-Bristol.

Although details have not been revealed, it is presumed that the factory would supply backing for Cleye as it has done and is doing for drivers both here and on the East Coast.

At last report, no decision had been forthcoming from Cleye concerning acceptance of the offer.

ON THE UP AND UP

Engineers from Ford soon plan to open a test base near Pike's Peak, Colo., for high altitude and mountain grade operations. Yep, everything's on the up-and-up at Ford!

VENEZUELA BUSY

Venezuela was the largest export market for U.S. motor vehicles in 1954 — when more than 39,000 vehicles were shipped to that country.

How to Watch a Road Race (No. 3):

First Corner Bravery

By Henry N. Manney III

(This is the third and final of a series.)

FIRST CORNERS are interesting mainly because they are at the end of the pit straight, which may or may not be the fastest straight. However, a good proportion of the phenomenal avoidances occur at this corner for the simple reason that all the drivers' friends and lady friends are in the pits and all the drivers wish to make like a Racer and really put that guy Nuvolari in the shade.

They may goof off around the rest of the circuit and give the impression that they are on their way to take bottles back to the market but they are all braver than Dick Tracy when they hit the first corner past the pits.

It will be easily apparent to the most inattentive reader that this process of mind can get most interesting from a spectator's viewpoint when the brakes get a little bit faded and the pavement gets a little bit slick. Of course, the probability of something interesting happening is automatically multiplied if involved in a RACE.

JOY FOR THE PHOTOGRS

This brings joy to the heart of the photographers (watch for my article on photography), but not to the flagmen, who may have a bit of pushing and sweeping to do.

Of course, not all the drivers who arrive at the first corner a little too quickly fall into the above category, but enough of them, whether through enthusiasm, lack of skill, the thrill of the chase, or the desire to see themselves immortalized on the front page of MOTORACING (advt.) find themselves in the throes of the AAA Stance, a quaint posture usually characterized by braided arms and left-hand steering for a right-hand corner.

This, naturally enough, brings up the question of whether it is more interesting at the slow corners or the fast ones. You pays your money and takes your choice.

Nobody seems to believe in the law known as Tazio's Theorem which firmly states that a right-angle corner can only be taken so fast and no faster, no matter how brave you are. The fast corners are comparatively

uneventful unless you are looking for the finer points of driving. Of course, sometimes someone whose skill is not up to his enthusiasm loses it in a fast bend and then the fur really flies. Hence uneventful... the less skillful drivers treat the fast swerves with great respect and the good ones make it look so simple.

SEE THEIR EYEBALLS

There arises the question of whether it is more exciting to station yourself on the entry to a corner or the exit. Both positions have their advantages. On the way in you may observe the dilated eyeballs of the Do-or-Die exponent, the bell-like tinkle of the clumsy downshift (no clutch?), the great gobbets of blue smoke delivered by tired rings, and the frantic flapping of shockless front wheels. All of these symptoms noticed may contribute to the sudden disappearance of the automobile later on.

Alternately, on the way out such phenomena may be observed as frantic wheelspin, the lazily-waving rear wheel of a Panhard, most slides out into the dirt, and the unbearably pussycat expression of a driver who has just passed his rival in the corner. (Wait for my article of Tactics in Racing).

It all boils down to what kind of action you want. Of course, there are special places no one should miss, like First Corner First Lap, at which time a tremendous amount of bumping and boring take place. Refueling and pit stops are always fun, largely because of the incredible confusion that attends them.

VISIT THE JOHN

And for quiet humor there is nothing like the menagerie around the start-finish line. The main thing is to move around but not so much that you are paralyzed at the end of the day. Go to the John during races and thus avoid lines and a spastic colon. Keep within range of your food, and drinks lots of water. Stuff cotton in your ears to cut down on the noise. And use your stepladder, your program and read MOTORACING to know what to expect. Have fun.

FINIS

In Defense of Racing

Sharp Letter Writer Cites Toll of Other Sports

Sirs:

First of all, the best of good wishes for your very excellent and exciting publication. Your paper is, if anything, beyond expectation. And it gets better by the issue.

My reason for this letter has to do with the remarks of a certain Mr. Stilsone in your latest number. I'd like the chance to answer him in full in print and I hope you will feel that what I have to say is important enough to merit printing in MOTORACING. A letter like Mr. Stilsone's should not go unanswered.

In the November 18-25 issue of MOTORACING Mr. Frank Stilsone of San Diego attacks auto racing with the bitter phrase: "So the slaughter continues!" He cites the death of James Dean as one example of this "slaughter" and ends his letter by asking who will be next? I believe his attack deserves more than an editor's note at the bottom.

Let me, first of all, ask Mr. Stilsone if he enjoys football. Perhaps his favorite sport is baseball or ice hockey. Good clean wholesome American sports, eh, Mr. Stilsone? Then, try a spike-soled shoe in the face, or a hockey stick in the neck, or how about a solidly-pitched hardball over the left eye. Sound dangerous?

RACING IS DANGEROUS

Well, for your information, Mr. Stilsone, it is dangerous. People are injured and people die in every national sport. Next time you attend a football game count the number of players carried off the field in stretchers. Most of them survive, but some of them die. Life itself, Mr. Stilsone, is a rough sport. You might get "slaughtered" on a banana peel on the way home from the local grocery; you might slip in the tub or get bitten by a rattlesnake while you're out burning the trash. Don't go around wailing about the dangers of auto

racing, because you're putting your big foot square in your big mouth when you do.

Sure, auto racing is dangerous. No one will deny this. Just HOW dangerous is another matter. Let's get a few facts straight. James Dean died on the highway in a near head-on crash when another vehicle turned directly into his path. He may very well have been at fault. The point is, if he'd been in his 1956 Ford station wagon the result would probably be the same. The new Ford, touted by Detroit as the "safest car on the market," is far more dangerous than the Porsche Spyder in which Dean lost his life.

THE 'RACER' ANGLE

Like all American cars, it lacks the proper steering and roadholding qualities found in a machine such as the Porsche. But, because Dean was enroute to a road race and because he happened to be driving the Spyder, the newshawks had a field day. The fact that he died on open highway along with more than 750 other L.A. County residents in 1955 seems to be ignored. He was a "racer" and was just one more victim of "this vicious sport."

Let me pose another question, Mr. Stilsone. Which is safer: to be roaring over a darkened night highway in a car with unsafe steering and mushy suspension

and meet a drunk head-on at 60 or to be out on a sunlit road circuit, a safety belt around your middle, a crash helmet on your head, tooling a car designed for fierce corners and sudden stops?

Let's have no more of this "slaughter" nonsense. Road racing is a great sport, a sport that is made safer with each passing month.

ROLL BARS HELP

A lot of people are working toward that end. More and more drivers are installing roll bars on their machines. With these and other safety factors now in practice death is certainly the rare exception.*

If you, Mr. Stilsone, or any other individual, can offer constructive and intelligent criticism in order to make road racing safer—then, by all means, speak up. Otherwise, do us all a favor, and get lost.

Sincerely,

William F. Nolan
Culver City, Calif.

*To my knowledge, only four drivers have been killed in West Coast sports car racing since the last war.

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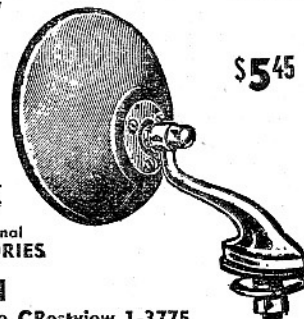
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Automotive Tech Talk:

• The 2 Cycle Engine

By Roger Barlow

NOW THAT all the American automobile manufacturers have re-discovered overhead valves (some advertise as though they invented them) and many European builders the overhead camshaft engine, it is interesting that there are half a dozen firms (mostly German) who quietly go

this discourse will stick to an examination of this type.

DKW IS EXAMPLE

The most outstanding example of 2 cycle automotive engine design is, of course, the German DKW (a product of the famed Auto Union combine and in its present form is a 3 cylinder unit giving the

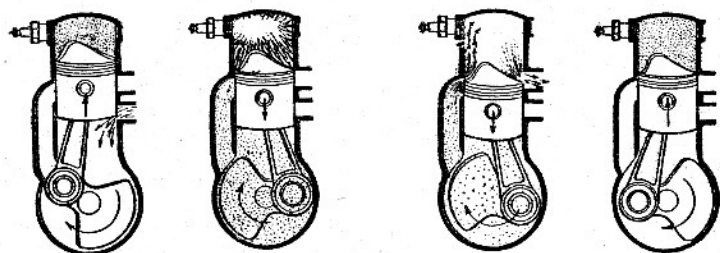


Fig. 1 (1). At the start of the cycle the piston, rising, uncovers the inlet port and draws a charge of gas into the crankcase. At the same time the upper side of the piston compresses the charge from the previous cycle. (2). The compressed charge is ignited; the piston, descending, now compresses the charge waiting in the crank case.

Fig. 3 (3). Continuing downwards, the piston first uncovers the exhaust port, so releasing the burnt gas. Then the transfer port is opened and the new charge rushes up from the crank case to the combustion chamber. (4). The piston rises once more, starting a further cycle of operations. The deflector-top piston is now obsolete and rarely used.

on building engines which run very happily without any valves at all!

Now, as each week scores of U.S. motorists are making the acquaintance of a motorcar powered by one of these phenomenal valveless engines, and some may be slightly in the dark as to just how they operate, a discussion of the amazing "2 cycle" engine is in order.

4 SEPARATE STROKES

Conventional internal combustion engines, whether side valve, overhead valve or overhead camshaft types, all operate on the 4 cycle principle. That is, four separate and distinct strokes of the piston are required to produce a single power impulse:

1. Intake stroke
2. Compression stroke
3. Power stroke
4. Exhaust stroke

The 2 cycle (or 2 stroke) engine combines all of these necessary operations into two strokes of the piston:

1. Power and exhaust BOTH take place on the downward course of the piston.
2. Both inlet and compression takes place on the upward course of the piston.

Therefore, while a six-cylinder 4 cycle engine produces only 3 power impulses per revolution, the 2 cycle engine will produce the same number of power impulses with only half that number, or three cylinders.

Score 1 for the 2 cycle engine—twice as many power impulses per cylinder per revolution. A smoother engine.

NO VALVE MECHANISM

I have referred to the 2 cycle engine as "valveless," but this is not strictly true. It does have "valves" insofar as we must consider that the ports or openings in the cylinder walls, covered and uncovered by the piston, do the work of valves. However, these ports are stationary and the piston covering and uncovering them does so in its normal work as a piston. There is NO valve mechanism in the normal sense.

Completely eliminated in the 2 stroke engine are timing gears, camshafts with their bearings and oiling system, cam followers, pushrods, rockers with their bushings and lubricating system, adjusting screws and nuts, valves, valve springs, keepers, washers, valve guides and valve seats.

Score again (2 for the 2 cycle engine—simplicity; the elimination of about 25 wearing parts per cylinder. No valves at all to grind.

(It is possible to utilize valves of various types in the design of high output 2 cycle engines, but as the leading automotive 2 cycle engines are of the simple port design, this first portion of

same flow of power impulses as a conventional 6 cylinder engine. The DKW engine is typical of the best in current 2 cycle design—in fact most other 2 strokes are now similar to the original DKW-Schnurle design. This design eliminated the objectionable deflector on the top of the piston and secured a superior flow of the incoming and outgoing gases, with a minimum of intermingling, using slightly-domed pistons and hemispherical combustion chambers. The engines of SAAB, Goliath, Messerschmidt, Hanomag, Gutbrod, Lloyd and others are of this type.

The DKW engines (and virtually all other 2 strokes) use what the British call "Petroil" lubrication—that is, oil is added to the gasoline, and the resulting mixture provides ALL the lubrication the engine requires! This is possible because in the "4 port" 2 cycle engine, the fuel-and-oil mixture is drawn from the carburetor first into the crankcase where the oily vapor lubricates the roller bearing big end and crankshaft bearings before being transferred into the cylinders where the oil content copiously lubricates the upper cylinder walls before being burned and expelled.

The "petrol" system is the most simple and trouble-free, eliminating, as it does, filter, oil pump, relief valves and a network of leak-prone pipes and joints. In a 2-stroke an oil-and-fuel mixture reaches the upper cylinder walls in full strength before the engine fires, regardless of temperature. No waiting for cold heavy oil to circulate and belatedly find its way past the piston rings.

GETS OIL INSTANTLY

The 2 cycle engine gets the required amount of oil instantly under all conditions. When the choke is used on a winter morning, excess gasoline can do no harm, for more oil is also there to protect the metal parts!

Conversely, on a hot day, this ultra-simple design, without filter, oil pump or oil lines, draws into its crankcase and cylinders plenty of clean, fresh, COOL oil with each gulp of incoming combustible mixture! (In this type of engine there is, of course, no liquid oil in the crankcase. One never has to "change the oil" for this is, in effect, done with each revolution of the engine.)

For this reason, superior lubrication, the 2 cycle engine has unquestionably the longest cylinder bore life of any gasoline engine. Long engine life is also aided by the fact that the 4-port 2 stroke engine, with its sealed individual crank chambers, has roller type crank and con rod bearings, running on hardened

Hill Winner; Jack McAfee Places Fifth

(Continued from Page 1)

Last year Gregory dueled with the Spaniard before winning the first classic.

Portago, however, defeated Hill Friday in the 105-mile Governor's Cup, this time driving a 3-liter Ferrari.

Today, Portago made his bold bid late in the going, but by that time the slender Californian was well in the van of the sparkling field, made up of top international pilots.

Hill averaged 98.2 mph as compared to 89 mph for Gregory last year.

Five of the first 10 cars were Ferraris.

Following were Ernest Erickson, Chicago, D Jaguar; Jack McAfee, Manhattan Beach, in John Edgar's 4.9 Ferrari; Jim Kimberley, Chicago, 4.9 Ferrari; Dale Duncan, Overland Park, Kans., 4.9 Ferrari; Ed Crawford, Northfield, Ill., Porsche Spyder; Sam Weiss, Sacramento, OSCA, and Art Bunker, Kansas City, Mo., Porsche.

In winning the Governor's Cup for the second time, Portago averaged 92.4 mph, beating Hill by about 20 yards. Next came Sherwood Johnson, Greenwich, Ct., D Jaguar; Lou Brero, Arcata, Calif., 4.5 Ferrari; Kimberly, Ferrari; Duncan Black, Parkton, Md., Ferrari; Crawford, Porsche Spyder; Howard Hively, Cincinnati, Ferrari; Dabney Collins, Denver, Ferrari, and Stirling Moss, London, Austin-Healey.

JAGS WALLOPED

The vaunted Ferraris bested the D Jags, of which one out of five finished in the first 10.

Johnny Mantz, Duarte, Porsche Spyder, finished 13th today. Friday, while in sixth place in Al Hosking's machine, he broke a valve on the last lap and limped in far enough ahead to qualify for today's classic. He was first in class at the time of the trouble.

New Triumph Debuts Soon

The eagerly anticipated Triumph TR-3 will go on display in dealer's showrooms throughout the Southland late this month, according to information received from Cal Sales, West Coast distributor.

Cars should be in the hands of all dealers on or about December 20, it is reported, and deliveries will start early next year.

Features of the new sports car are a new grill treatment, improved body trim, an optional seat in the rear for the man with a family and a horsepower boost to 100.

surfaces, providing almost unlimited life.

The two cycle engine and roller bearing cranks seem to be made for each other as the more even flow of power and the more steady "push" of the 2 stroke power impulses do not "hammer" the rollers or crank-pin surfaces.

In addition to providing more-or-less unlimited bearing life, the roller crank and rods contribute mightily toward the remarkable frictionless characteristics of the 2 cycle engine. This reduced internal friction, about 33 per cent less than a 4 cycle of similar size, is due not only to the roller crank and rod bearings but to the elimination of power losses in the operation of the oil pump and valve gear.

Score again (3) for the 2 stroke—exceedingly long life for all components; fool-proof and effective lubrication system; low friction.

More on the 2 cycle engine in future issues of MOTORACING.

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MG Tire Covers—All Colors	\$10.95 up
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MG Side Curtains—All Colors	37.50 up
MG Side Curtain Plastic Kit	9.95
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Lodge Platinum Plugs	3.75 ea.
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With the Weaker (?) Sex:

Soprano Exhaust Notes

By Elaine Bond & Amigo

IF ANY OF YOU noticed some otherwise virile specimens wandering around the pits at Palm Springs wearing an extremely feminine garter, don't blame it on Saturday's sun or Sunday's drizzle. It's just that Johnny "Aardvark" Porter, Tech Inspector Curt Warshawsky and Crowd Control Marshal Dave Bracken, all proud recipients of the Order of the Garter during the last year, decided that anyone caught without his adornment would have to scratch up for a round of drinks.

Rumor has it that in order to catch one of their number, Curt and Dave charged into Johnny's room while he was still in bed, sans shoes, sans socks and sans garter.

In the event you're a little hazy about what the garter is, it's a token of esteem bestowed by the workers of the Women's Sports Car Club upon some gallant man following a race weekend. Perhaps the following literary jewel, used at the first presentation following the Chino dicing in July of 1953, will explain.

*In days of old, a certain Gent,
Attending a Royal Ball,
Did chance to see,
From down her knee,
A Lady's Garter fall!*

*This caused some laughing
callous clowns,
To exercise their wit.
But no one near,
Would bend his gear
To stoop and rescue it!*

*And by this time, the damsel
knew
What Garter Belts were for.
'Cause without these,
Or knobby knees,
Your socks slip to the floor!*

*She nearly swooned from
shame to have
The hose down at half mast,
When our Noble Knight,
Who'd guessed her plight,
Came rushing up at last!*

*And mindful of his Chrome
Pirellis,
Which fit him to a tee,
He bent with care,
So's not to tear
His hind-side drastic-lee!*

*And then with firm look at
the crowd,
To quiet all the stir,
He rose up slow,
And bending low,
Gave Garter back to her!*

*This dignified and kindly deed
Impressed the King no less.
Why not decree
That there should be,
Knighthood for thoughtful-
ness!*

*'Twas 'Order of the Garter'
called
And so its' ever been.
And smashing fenders
While on benders
Will never get you in!*

*Now, the Women's Sports
Car Club
Has so devised a plan,
That if a guy would
Be more kind than good,
We'd please to Knight such
a man!*

*Working with women, we
know,
Is sometimes hard to bear,
But we've got a prize,
In this disguise,
For (guess who)* sitting
there!!!!*

*So, come forth Sir, Guess Who,
And receive this dainty.
This is not time for you to
get fainty!*

And there you are. Now, the next time you see a bronzed and muscled appendage festooned with a wisp of purple satin and lace, you'll know that here is a gallant lad, with or without chrome Pirellis.

*—Guess Who will be known when he is named to receive the Order of the Purple Garter for the Palm Springs week-end at the PS Victory Banquet Dec. 21 at Carolina Palms restaurant.

Ca\$h up at Sebring:

Pro Racing Due?

By Jacques Bellesiles

THE HOTTEST news in months is that next year's Sebring race will be a professional race, with more than \$10,000 in prize money. The principle is established, only the details have to be ironed out.

As I understand it, it had to be professional to attract European drivers, who are of a unanimous opinion that we Americans are out of our minds racing for nothing but tin cups. If Sebring is professional, then other professional races are bound to follow, and then true Grand Prix will come. This race will be the start of a new era in sports car racing. It's true that some of the big name drivers who've been buying their way to victory will fall by the wayside, but is this so bad?

At the recent Palm Springs road race, the National Sports Car Drivers Assn. submitted a list of points they would like to have cleared up. The California Club answered that because of certain practical difficulties, there was nothing they could do about some of them. However, they invited representatives of the NSCDA to help in the drawing of starting positions the night before the race.

CLUB WAS COURTEOUS
The California Club actually

was courteous and reasonable to the drivers' requests.

My my, how things have changed since the last Santa Barbara race. Who can forget those ringing words: "If you don't like the way I'm running things, get off the track?"

Perhaps the NSCDA has more power than they realize.

It's no secret that the SCCA lost money on the Glendale race, and the CSCC* lost money on the Palm Springs race. The chief factor was poor weather conditions. Because this is the worst time of the year to hold a race, weather-wise, the RRR will have no races until after the first of the year. However, be of stout heart. When the weather breaks, we'll have plenty of races. More on this later.

PRO RACING DUE

Professional sports car racing is a lot closer than anyone thinks. In the last few weeks I've been speaking privately to many of the top drivers in town, including some of the officers of the local clubs. They all told me the same thing.

*EDITOR'S NOTE—Although the accountants' final tally is not yet in, CSCC officials said at presstime that "the event obviously more than made expenses."

Ernie M'Affee Loses Thriller to Gregory

(Continued from Page 1)

ous to the proletariat, hounding the two after it was over, that chances were not too bright they'd come over, embrace each other and emit with three lusty huzzahs for their respective opponents. It wasn't exactly a milk-and-honey deal, nor was it a milquetoast combat.

Unbeknownst to the maddening crowd, a hectic "nerfing" duel had transpired long before they got Al Torres checkered flag in the near darkness. Both Italian machines bore the scars of combat, although neither driver was verbose in blowing the whistle on the other. It wasn't necessary—the marks were there to see, and they didn't get 'em while backing in to park at the market.

83.6 MILES

Masten, who was asked to drive at the Springs only a short time ago when he met Tony at Modena, Italy, averaged 60.8 mph. Although billed as a 1½-hour race, the time was 1:22:26. The distance was 83.6 miles for the highlight of the two-day program staged by the California Sports Car Club.

Ernie, whose three-race win streak was snapped at Glendale, took the lead on the first lap and held it until the 16th, 35 minutes into the action.

Masten, third in the early going behind Ernie and Murphy,

lost the lead to McAfee on the back straight during the 36th whirl, but on turn 9 of the penultimate 37th it was Gregory out in front once more.

Spectators feigning sanity at this juncture could no longer keep it up. On the last circuit, going into turn 1, Gregory led by inches (!). Ernie's rear end whiplashed going through turn 2, enabling Gregory to gain a small advantage down the backstretch.

Ernie picked up precious inches on the remaining corners, but the Maserati's acceleration was enough to give it a hairline edge as they thundered out of turn 10 and hit the home stretch.

GREATEST FINISH

The question that filled the minds 10,000 howling fans was could McAfee get enough of a jump to offset the slightly-better Maserati acceleration. He didn't.

The peasants blew the joint mumbling to themselves after the greatest finish in the history of local sports car racing.

Masten has been racing three years and this was his sixth race on the West Coast. He won the Grand Prix in Lisbon this year, the 1500cc Ireland Tourist Trophy (with Carroll Shelby) in a Porsche, and also racked up several seconds and thirds on the Continent.

No. 2 highlight of that race was Daigh's remarkable third in

a car that didn't figure in such company.

The under-1500cc Saturday feature was certainly a fine triumph for the incomparable Ken Miles, tooling Parravano's 1.5-liter Maserati. Ken, by the way, in the same car, placed seventh in the Sunday feature, proving himself a good team racer in more ways than one!

Shelby, another Parravano entrant with the big 4.9 Ferrari, flew over Wally Edwards' Special as the cars bottled up on turn 1 of the first lap in the Saturday feature. They, along with others, were through then and there.

Shelby, Dallas, took over Charles Hornburg's D Jaguar Sunday, but withdrew when the car was not right. This vindicated Ignacio Lozano, who finished ninth with the same machine in the Saturday finale and quietly averred at the time that the iron wasn't handling properly.

Western Sports C.C. Elects Morales Prexy

Officers of the Western Sports Car Club for '56 were elected at a general membership meeting at Campo De Cahuenga on Nov. 25, according to Thomas Davis, club correspondent. New president is Roy Morales.

Other officers elected were Fran Leon, secretary, and Melcom Verry, treasurer.

Motorcycling...

By Spencer Sprocket

Motorcycle Editor

A VERY SERIOUS situation—one of the most peculiar conditions ever experienced in international grand prix motorcycle racing—has arisen in Europe.

As result of a dispute with KNMV, the organization which sponsored the Dutch Grand Prix last July 16 at Assen, Holland, in which World Champion Geoff Duke of England



SPENCER SPROCKET

sided with a group of privateers (privately-owned cycle entrants) in a wrangle concerning starting money, Duke and 13 other top riders have been suspended for six months. Three Italian riders were suspended for four months.

According to an article published in the British magazine "Motor Cycling," one of the oldest and most highly-respected cycling publications in the world, the case against the "struck or threaten-to-strike" cyclists was published in a statement issued by the assistant secretary-general of the FIM (Federation Internationale Motocycliste):

"At an extraordinary meeting of the Commission Sportive Internationale of the Federation Internationale Motocycliste... complaints were considered against certain drivers alleging that during the 1955 Dutch TT... they were guilty of conduct prejudicial to the sport of motorcycling. Having heard the evidence of the CSI, determine that there had been a breach of Article 131 of the International Sporting Code on the part of the drivers named below and thereupon inflicted the following penalties:

"Six months' International suspension from January 1, 1956, in accordance with Article 52 of the International Sporting Code (which applies to all competitions wherever held and in any branch of mechanized sport): J. Ahearn (A-CU), R. Armstrong (MCUI), R. N. Brown (A-CU), K. Campbell (A-CU), P. A. Davey (A-CU), G. E. Duke (A-CU), E. R. Fitton (A-CU), P. Heath (A-CU), J. G. Hempleman (A-CU), E. Housley (A-CU), R. T. Matthews (MCUI), G. A. Murphy (A-CU), T. McAlpine (A-CU), C. B. Stormont (A-CU).

"Four months' International suspension from January 1, 1956, in accordance with Article 52 of the International Sporting Code (which applies to all competitions wherever held and in any branch of mechanized sport): G. Colnago (FMD), U. Masetti (FMD), A. Milani (FMD).

COMMENTS ON INCIDENT

In a copyrighted story in the same issue of "Motor Cycling," Duke, a regular contributor of

racing articles, comments on the "Dutch TT incident" in "My 1955 Racing Review."

A factory rider, for the Italian Gilera team, Duke unquestionably is one of the greatest riders in the history of cycle racing, besides being a most gracious, handsome and intelligent young Englishman.

The organizers of the Dutch TT, true to form, were not very generous with their offer of starting money for the event, which annually attracts in excess of 100,000 people.

The Gilera factory almost didn't send its team. During practice for the event several "private runners" (private entrants) complained about the starting money, which in general was the lowest of all Grand Prix of 1955. Two riders wrote the organizers beforehand. One was turned down flatly, the other received no answer.

The incident developed when Duke, Reg Armstrong and the rest of the prominent riders sided in with the "Circus Boys" (riders

for private owners or entrants), an action the organizers described as a "threatened strike."

Many phases of the incident are still unknown or vague. However, in view of the affair, great praise must be given the "culprits" for their fine gesture towards their not-so-fortunate fellow riders.

'SALARIED RIDER'

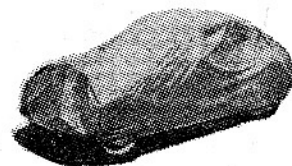
It is generally understood that Duke is a "salaried rider" for the Gilera factory. Win, lose or draw, Duke draws his salary, which is reported to be nearly \$40,000 a year.

Suspension of riders mentioned above in the six-month bracket means Duke, the defending 1955 World Champion Grand Prix racer, and the other 13 riders are eliminated from the Span G.P., French G.P., Isle of Man TT and the Dutch TT.

The account of the meeting in London concerning this affair, according to "Motor Cycling," has all the earmarks of a "kangaroo court" in session.

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